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ESTABLISHED 1857

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He attacks you when you are careless
and off your guard; when
you leave your precious eyesight
unprotected.
GUARD YOUR EYES
from strain by wearing
SUITABLE GLASSES.
N. LAZARUS,
Optician,
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No. 19,583. 號三十八百五千九萬一第 日一初月二年酉辛 HONGKONG, THURSDAY, MARCH 10TH, 1921. 四拜禮 號十月三年十國民華中 PRICE, \$3 PER MONTH.

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TIME-TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 10.00 " " 15 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. 15 " "
12.30 p.m. to 2.30 p.m. 15 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 5.30 " " 15 " "
5.30 " " 6.30 " " 10 " "

HOLIDAY CLAS

8.50 p.m. to 9.30 p.m. every 30 minutes
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m. Saturdays
Extra Car—12 midnight.

SUNDAYS

7.30 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon 15 " "
12.00 noon to 1.00 p.m. 10 " "
1.00 p.m. to 5.30 p.m. 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 10 " "
6.30 " " 6.50 " " 10 " "

Extra Car—12 midnight.

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS											
Stations	No. 14 Local	No. 15 Local	No. 16 Through	No. 17 Through	No. 18 Through	No. 19 Through	No. 20 Through	No. 21 Through	No. 22 Through	No. 23 Through	No. 24 Through
CANTON (Tai Sha Tsai) dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
SHUN CHAI dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
Shun Chai dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
Shun Chai dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
Shun Chai dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
Shun Chai dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
Shun Chai dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
Shun Chai dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
Shun Chai dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
Shun Chai dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59
Shun Chai dep.	8.00	8.11	8.23	8.35	8.47	8.59	9.11	9.23	9.35	9.47	9.59

* Will stop at Taipo and Shinghui for First-Class Passengers on Notice being given to the guard.
† Will stop as above except on Sundays and Public Holidays.
SHA TAU KOK BRANCH.
a.m. a.m. p.m. p.m.
Fauling dep. 8.50 12.00 2.30 6.00
Sha Tau Kok dep. 8.55 12.05 2.35 6.05
Sha Tau Kok arr. 9.45 12.55 3.15 6.55
Fauling arr. 9.50 12.10 2.40 6.10
Sha Tau Kok arr. 9.55 12.15 2.45 6.15
Fauling dep. 8.50 12.00 2.30 6.00
Sha Tau Kok dep. 8.55 12.05 2.35 6.05
Sha Tau Kok arr. 9.45 12.55 3.15 6.55
Fauling arr. 9.50 12.10 2.40 6.10
Sha Tau Kok arr. 9.55 12.15 2.45 6.15
Fauling dep. 8.50 12.00 2.30 6.00
Sha Tau Kok dep. 8.55 12.05 2.35 6.05
Sha Tau Kok arr. 9.45 12.55 3.15 6.55
Fauling arr. 9.50 12.10 2.40 6.10
Sha Tau Kok arr. 9.55 12.15 2.45 6.15

THE RAILWAY ADMINISTRATION do not guarantee that the ferries mentioned in this table will connect with the trains as shown.
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H. P. WINSLOW, Manager.

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FORBIDDEN LHASA.

ENGLISHMAN RECEIVED BY
DALAI LAMA.

FIRST SINCE 1911.

[BY A CORRESPONDENT OF THE LONDON
"MORNING POST."]

Calcutta, December 3rd.

After two months' residence in Tibet, including a fortnight in Lhasa, Mr. J. Fairley, Telegraph Engineer to the Government of India, on special duty, has just returned to India. Mr. Fairley was received in audience by the Dalai Lama at his capital, and he is the first Englishman—indeed, the first European—to whom that experience has fallen since Manning in 1911. Mr. Fairley is also the first Englishman to enter Lhasa since the return of the Younghusband expedition in 1904.

The most astonishing feature of Mr. Fairley's visit was the fact that it was from first to last an entirely peaceful expedition. He went—as Mr. Bell, a Political Agent of the Government of India, has gone since—at the suggestion of the Tibetan Government. In conversation with your correspondent, Mr. Fairley expressed his surprise, however, that nowhere was there a visible trace of the old notion that Tibet is a "forbidden" land. When I received orders to proceed to Lhasa, he said, "my first thoughts were that I should have to produce my passport at every turn, and that an armed guard would be necessary in order to get through at all. However, from the day I left Chumbi—the first place of any importance over the border—I had no trouble whatever; my passport was never looked at, and the welcome extended at every village exceeded anything experienced during my eighteen years in India. From first to last the Tibetans showed themselves the kindest and most inoffensive people I have ever come across. The only foreign race of whom they ever spoke with the slightest degree of rancour were the Gorkhas on their southern border, and for that there seems to be a satisfactory historical explanation."

Mr. Fairley's narrative became most interesting when it dealt with the period after his arrival at Lhasa. Mr. Fairley said:—

A visit to Lhasa transports one straight back to the Middle Ages. There is no sanitation or drainage in Lhasa to-day, and if it were not for the low temperature which the place enjoys, thanks to the fact that it is built on a plateau 11,000 feet high, its 20,000 inhabitants would die of typhoid fever. The town is built on a flat plain, and the river which comes from the north is kept out by raised banks. The bed, however, has risen as well as the town, and a good deal of percolation takes place through the gravel, of which the plain is composed.

Mr. Fairley's guide, philosopher, and friend, was one of the Tibetan youths educated a few years ago at Rugby. One of them is now supposed to be a qualified mining engineer and another an electrical engineer. A third, who was given a temporary commission in the Indian Army and actually saw fighting on the N.W. frontier last winter, has recently been killed under mysterious circumstances. The fourth, Mr. Fairley's *cicerone*, had almost forgotten his English, but slowly recovered it as the result of many weeks' practice. His first duty was to take Mr. Fairley to call on the Kasha or State Council.

The Shapes (of whom there are four in the Kasha) inquired anxiously, said Mr. Fairley, if the war were now over and Europe at peace, and my interpreter was an overgrown nervousness (or fright) that he spilt the tea in the lap of one of the Shapes as he poured it out. The interpreter had had but one previous interview in his life with the Kasha, namely, on his return from Rugby two years ago. This Kasha honoured me with an invitation to a 24-course luncheon, and between the 15th and 18th courses the Shapes gave me an opportunity of taking their photographs.

RECEIVED BY DALAI LAMA.

The crowning experience of Mr. Fairley's residence in Lhasa was the audience accorded him on October 14th by the Dalai Lama.

This (said Mr. Fairley) took place in the new reception room to the west of the Norbulinga Palace, about three miles outside the city, where the Lama resides for the greater part of the year. More than a hundred years have elapsed since Manning was sent to the Dalai Lama on a mission from the Governor-General of India, and if he could re-appear in Lhasa now I doubt if he would find much change. The new reception hall is gorgeously decorated in red and gold, with a magnificent silk canopy over the throne, on which the Lama was seated. About a dozen officials were present throughout the interview, after which I met several officers of the Tibetan Army. These officers' uniforms are closely modelled on the lines of those of British officers; but it looks rather quaint to see the hair done in a top-knot and a large gold and turquoise earring in the left ear of a soldier.

His Holiness was seated European fashion on the dais and was clothed in a yellow-brown silk robe of the familiar Oriental type, and wore his hair in the familiar plaited fashion of the lamas. His salutation took the form of placing over my arms extended in front of me a long silk shawl, the which courtesy completed I repaid it by placing a silk shawl over the arms of his Holiness. The Dalai Lama's first question concerned my age, and his second the age of my wife. He showed a kindly concern in my comfort, my experiences on my journey, the manner in which I was being entertained, and so forth. In all the conversation mainly concerned with these little domesticities lasted some twenty minutes. His Holiness gave me the same impression of gentle kindness which I derived from all my contact with the Tibetans.

(Continued at foot of next column.)

RENEWED COINAGE OF SILVER DOLLAR.

PHILADELPHIA MINT TO MANUFACTURE COIN FOR FIRST TIME IN 15 YEARS.

WASHINGTON, February 22nd.

Working under the provisions of the Pittman Act of 1918, which permitted the United States Treasury to break up and sell as many as 350 million silver dollars and to purchase sufficient silver bullion to replace all the coins thus melted and sold, the mint in Philadelphia is preparing to renew the coinage of silver dollars for the first time since 1905.

Under the authorization of this act 208 million pieces of silver, representing a value of about 270 million dollars were melted down in 1918 and sold to Great Britain in order to meet the demands for silver in India. The present silver stock of the Treasury is only 37 million ounces of silver, so that the purchases still to be made to replace the amount sold to Britain amount to about 172 million ounces, which is about three times the entire production of American silver mines during the past year.

60 CENTS AN OUNCE.

Although the price for silver on the open market to-day is now hovering around 60 cents an ounce, the Pittman act fixes the price to be paid by the United States Treasury at \$1 an ounce, while providing at the same time that only American silver shall be purchased.

Since, however, the silver sold to England brought more than \$1 an ounce the Treasury will incur no loss in this transaction.

The coinage of new silver dollars will involve no change in the total volume of currency in circulation in the United States, since the new coins will replace the Federal Reserve notes issued when the silver was withdrawn from circulation, but the new coinage will tend to stabilize the silver market.

Incidentally the resumption of the minting of silver dollars is expected to lead to some attempt in Congress to repeal the Pittman Act—*Japan Advertiser*.

HONGKONG YARN MARKET

Messrs. Polishwalla and Kotwall, cotton and yarn brokers, of Hongkong, in a circular published yesterday state:—

Since our last report on the 14th ult., various unforeseen events have strikingly affected our yarn market, which has remained in a very dull and drooping state, and the recent heavy fall in Rupee exchange has not even helped to improve the prices which, have, on the contrary, dropped \$10 to \$15 per bale.

The eagerness of a few foreign holders to part with stock by forced sales at low rates, the report from India of continually declining prices owing to fall in cotton, and the direct supplies from Shanghai to Canton and coast ports by local Shanghai mills, as well as of Japanese 10s yarn, by several Shanghai firms are the main causes which have wrought this very unfavourable change, and from the present gloomy aspect it seems there is hardly any hope of a revival of better business in near future.

The entire business, transacted during the interval, amounts to about 3,000 bales at a decline of \$10 to \$15 per bale, in 10s and 12s yarn while 20s is absolutely neglected.

Unsold stock, 14,000 bales; bargains, 12,000 bales; arrivals from Bombay, 6,000 bales.

Shanghai reports a moderate business at reduced rates.

Japanese Yarn.—Owing to very unfavourable prices as compared with present ruling rates in Japan, holders of this yarn are firm and no sales have been effected during the interval.

Raw Cotton.—With nominal prices there is an entire absence of demand for this staple commodity; stock, 200 bales; quotations: Bengal, 25/30 per picul; Chinese, 30/35 per picul.

CATHEDRAL OF BUDDHISM.

Of the Jo Kang or metropolitan cathedral of Buddhism, Mr. Fairley said:—

Of all the temples the Jo Kang is the most important. It is the Cathedral of Tibet and the most sacred temple in the country. Suspended over the doorway leading to the second courtyard is the bell which was left behind by the Capuchin Fathers in 1745 when they abandoned their attempt to found a mission in Lhasa. Upon it are engraved the words: "Te deum laudamus te dominum." In front of the main altar stand twenty-seven butter lamps, made of solid gold, of an average height of 10 inches. The figure of the Buddha is finely gilded and ornamented with gold and turquoise. Countless thousands of pilgrims have made their obeisance before this emblem of divine wisdom, and evidence of their passage can be seen in the corner of the room close to the door where there is a large butter lamp of solid silver, about two feet in diameter and three feet in height. This lamp is literally plastered to the wall by the fifth left by millions of pilgrims, who have been in the habit for centuries of touching it in the course of their devotions.

The Tibetan Government is apparently anxious for the country to be linked up by telegraph with India, and doubtless security is a predominant motive in the idea. There are also signs, though rather faint ones, of a desire for industrial advancement on European lines. Possibly Mr. Bell's diplomatic mission, now in progress, will throw a brighter light on these aspects of Tibetan ambitions.

Mr. Fairley left Lhasa by pony on October 19th, and was at the Indian rail-head without incident in the first week of November—a fact which suggests the slenderness of the barrier which separates Western civilization from the alleged exclusiveness of the "Forbidden Land."

S P O R T.

TENNIS.

YESTERDAY'S CHAMPIONSHIP RESULTS.

The following were the results in yesterday's matches in the tennis tournament:—

Open Championship Singles.—E. H. Crook beat W. H. Drummond, 6-2, 6-3, 6-0.

Open Championship Doubles.—Major C. Willson and L. Forster beat S. E. Ismail and A. A. Rumjahn, 6-3, 6-7, 3-6, 7-5. G. W. Sewell and D. J. Valentine beat E. Abraham and J. Stalker, 6-2, 6-4, 7-5, 6-3. Capt. Leslie Smith and J. S. Jennings beat K. W. Lane and Yew Alan Tsau, 6-4, 3-6, 6-3, 6-3.

Club Championship.—G. M. Dodwell beat J. H. R. Freeborn, 6-2, 6-3, 6-0.

Handicap Singles "A."—Major H. M. Edwards beat M. H. Roffey, 4-6, 8-6, 6-4.

Handicap Singles "B."—Capt. Tomory beat C. B. Brown, 10-8, 1-6, 6-4.

Handicap Doubles.—T. E. Winfield and M. F. Airey beat H. Greenwood and E. G. Ellams, 6-1, 6-2.

OTHER RESULTS TO DATE.

MONDAY'S MATCHES.

Open Championship Singles.—O. Rumjahn beat Surg.-Lt. Com. G. H. Hayes, 6-3, 6-4; K. Yamazaki beat J. M. W. Meurs, 6-4, 6-2, 6-1.

Open Championship Doubles.—Com. A. E. Johnstone and Surg.-Lt. H. Morrison beat J. E. Winfield and C. E. Wilkinson, 6-3, 6-1, 6-4; A. H. Crook and A. D. Ball defeated W. E. Crocker and F. Millard, 6-1, 10-8, 6-2.

Club Championship.—Major H. M. Edwards beat C. C. Stark, 6-2, 9-7, 6-1; J. B. Penman beat W. H. Drummond, 6-0, 6-3, 6-2.

Handicap Singles "A."—L. Forster (owns 15) beat D. J. Valentine (recs. 5/6), 6-7, 6-2.

Handicap Singles "B."—H. V. Dawson (recs. 2/6) beat T. R. Chassels (recs. 4/6), 6-1, 6-4.

Mixed Doubles Handicap.—G. W. Sewell and Mrs. C. B. Brown (rec. 2/6) beat N. L. Smith and Mrs. Smith (owe 2/6), 8-6, 6-3.

TUESDAY'S MATCHES.

Open Championship Doubles.—Major H. M. Edwards and R. Townsend beat S. Rumjahn and O. Rumjahn, 6-3, 6-4, 3-6, 6-3; B. W. Bradbury and E. Fincher defeated A. D. C. Sandberg and C. C. Zevorty, 6-2, 6-3, 6-0; G. Miskin and E. G. Gimble have a walk-over from E. de Sousa and F. Prata.

Open Championship Singles.—A. A. Rumjahn beat A. Kawaguchi, 6-8, 6-3, 4-6, 6-4, 6-2.

Handicap Singles "A."—Major J. B. Lloyd (owns 3/6) beat J. M. W. Meurs (owns 1/6), 6-4, 6-2.

Handicap Singles "B."—W. B. Cornaby (scr.) beat K. W. Lane (owns 3/6), 6-2, 4-6, 6-4.

Handicap Doubles.—Capt. C. S. Fisher and Lt. A. S. Lindell (scr.) beat J. S. Jennings and C. E. Wilkinson (owe 15/3), 6-2, 5-7, 6-4; G. Miskin and E. G. Grimbale (owe 2/6) beat F. E. Farthing and J. Rodger Junr. (rec. 3/6), 6-3, 6-3; D. M. Larkins and W. B. Cornaby have a walk-over from H. Humphreys and J. D. Humphreys; D. J. Valentine and R. K. Valentine (rec. 4/6) beat M. H. Roffey and L. Forster (owe 3/6), 6-8, 7-5, 6-3.

Mixed Doubles Handicap.—Major H. Greenwood and Miss Burdett (owe 30) beat J. R. Wood and Mrs. Cavalier (owe 3/6), 6-4, 6-3.

TO-DAY'S PROGRAMME.

Open Championship Doubles.—J. R. Wood and G. R. Sayer v. G. M. Dodwell and J. M. W. Meurs.

Club Championship.—Capt. C. O. Oliver v. L. Nelson.

Singles Handicap "A."—A. B. Baworth v. J. W. Alabaster; H. W. Saxon v. G. W. Sewell.

Mixed Doubles Handicap.—L. Forster and Dr. Gladys Turner v. Major H. G. Bagnall and Mrs. Bagnall.

SPORTS AT SHAMEN.

We learn from our Canton contemporary that the Naval Team that visited Canton to play a series of games with residents of Shamoen on the 5th inst., was practically beaten in every event. The result of the different events is as follows:—

Law Tennis.—Shamoen won 169 games against 116 of the Naval Team.

Bowls.—Shamoen won by 2,800 points to 2,200 points.

Billiards.—(100 up) Shamoen won 7 games against 8 by the Naval Team.

Golf.—Singles won by Canton, and foursomes by the Navy.

Football.—Won by Canton by a score of 1 to nil.

THE DUTCH AND BENCŒLEN.

In the new *Slufter's Monthly*, the interesting illustrated magazine published at Batavia, appears an article on BencŒlen, the town on the South-west coast of Sumatra, which figures so prominently in the life-story of Raffles. It was one of the first settlements of the English East India Company, who founded it in 1685. The article recalls that about the time Holland was annexed by the French Empire, along with her colonies, "Captain Light found Penang, and his son did the same with BencŒlen 40 years afterwards. Captain Ross settled in the Cocos Isles, Brooke founded Sarawak, Hare tried to do the same thing at Bandjermassin, but without success, and last, but not least, there is to be mentioned the name of Stamford Raffles."

Says the Dutch writer: "Originally Raffles had thought that the possession of Java would be similar to a hen laying golden eggs (to the English East India Co.) but wars and expeditions were the result, and the books did not close with a credit balance, therefore in London it was decided to call him back." He was sent out later to fill the post of Governor of BencŒlen, where he arrived in 1817. Raffles did everything to develop the town and district in spite of severe obstacles and the article is an appreciation of the

(Continued at foot of next column.)

CORRESPONDENCE.

KWANGTUNG MINING PERMITS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—Dr. Sun Yat Sen is to be congratulated upon his decision to appoint Mr. Samuel S. Wong and Mr. M. B. Yung to advise the Canton Government in regard to the development of the mines of the Kwangtung province. Both gentlemen are evidently well qualified technically for their respective offices, and from personal knowledge I can testify to the suitability in other respects of Mr. Yung.

It is to be hoped that the system of issuing prospecting and operating permits will be entrusted entirely to their discretion. If this be done, it is certain that the revenue will be increased very considerably. Hitherto, the system of issuing permits has been accompanied by much corruption, as no applicant stood any chance of making headway without being "squeezed," at every turn, and even then progress was painfully slow. I am unfortunately in a position to speak of this from personal experience.—Yours faithfully,

"PROSPECTOR."

Hongkong, March 9th, 1921.

CHINESE COMMENT ON THE ALLIES' ULTIMATUM.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—The *Canton Times* leader "The Allies' Ultimatum" cannot but prove a surprise to many of its readers. If the concluding lines—"China can better employ her energy by setting her own political house in order" had been kept in mind by the writer from the first, his article would not, in all probability, have been penned. The vacillating policy adopted by the *Canton Times* is apparent to all who care to peruse its columns. While admitting that "Germany is in no position to sustain the ravages of another war," it feels no compulsion in stigmatising the Treaty of Versailles as "infamous," and the claims of the Allies as "terms which would work ruin upon Germany" and "inevitably affect economic conditions throughout Europe and the world."

The editor had better occupy himself with the cleansing of the Aungmye Stables at home and leave foreign politics to those who have a conception of the vital interests in cause.—Yours sincerely,

LAU KHE.

Hotel Asia, Canton, March 8th, 1921.

OLD PROTESTANT CHURCH AT MACAO.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—At the Church of England Diocesan Conference held yesterday, reference was made to the dilapidated condition of the Protestant Church east of India. It was pointed out that the rebuilding would probably cost more than \$4,500, towards which \$1,800 was collected. I am happy to be able to say that a generous donor, who desires to remain anonymous, has promised to defray the balance. The same donor has also kindly offered to provide the bell for the new Church which is being built in Canton for Chinese Christians.—Yours faithfully,

C. R. VICTORIA, HONGKONG.

Bishop's House,

Hongkong, March 9th, 1921.

THE CUSTOMS SURPLUS.

PEKING APPLIES AGAIN.

The Central Government has again requested payment of the deferred Customs revenues originally set aside for the Canton Military Government, and has specified the uses to which such funds would be allotted. The total amounts to two and a-half million dollars of which \$400,000 would be applied to the Canton River Conservancy, \$700,000 to the expenses of legations abroad and \$1,400,000 for the redemption of domestic loans. The Legations had not replied by March 3rd.—*Deuter*.

WELSH COALS FOR THE EAST.

During the past day or two, says *The Times*, of January 20th, British tonnage has been chartered to carry South Wales coals to Eastern markets. This is regarded in freight markets as a very welcome feature, since it is taken to mean that, after years in which coals have been brought many thousands of miles from the East to Europe, the tide has now turned and coals are about to be sent, on a large scale, many thousands of miles from Europe to the East.—For Colombo, tonnage was chartered yesterday at 17s. 6d. per ton to carry coals, and for Sabang at 22s. 9d. per ton, while business was also believed to have been done for other Eastern ports. Before the war the trade in coals from the United Kingdom to the East was on a vast scale. British steamers have also been chartered to carry coals from the Tyne to Germany and Baltic ports. For shipments to Hamburg a freight of 8s. per ton has been paid.

fact, though, says the writer, "the change of masters in BencŒlen has not been for the worse. The well-planned, sometimes slow-going, Dutch energy has done much good in these parts of the colonies. And when, in 1914, a terrible earthquake ravaged the place, a new BencŒlen, well laid out, with good roads and sewer system arose from the ruins." If Sir Stamford Raffles could arise from his grave, he would shake his venerable head in admiration, while contemplating what has been done by all those Dutch "myrmidons" who have completed what he once started.

THE WRECK OF THE "HONG MOH."

THRILLING NARRATIVE OF THE SECOND OFFICER.

THE GALLANT EFFORTS AT RESCUE BY THE "SHANSI."

We have obtained the following narrative of the terrible disaster in the vicinity of Swatow from Mr. A. G. Corbin, who was the second officer on the ill-fated steamer *Hong Moh*:

We departed from the Cape of Good Hope (off Swatow) at 5.45 p.m., on March 3rd. At 7.30, while I was lying down, there was a terrific crash which threw me from my bunk, and extinguished all lights. There was a great scorching of the ship on the rocks, and wild commotion among the crowd of terrified people on board, who were rushing about shouting and shrieking. I made my way immediately to the bridge, where I found Captain Holmes, and the First Mate, Mr. Smith. The ship was in total darkness and the engine room staff reported that the engine room was flooded immediately the ship struck the rocks. We found that we were right upon the white rocks: we had run on to them at full speed, and remained quite fast. The First Mate and myself sent up explosive rockets. Two steamers were seen bound Northward. They stopped near us (about 2 miles off), and one of them called up with her Morse lamp. I tried to signal with a small bull's-eye lantern, but the other ship evidently could not see it. These steamers gradually drew away from us, and passed out of sight within three hours.

At about 3 a.m. we felt a terrible grinding and crashing, which seemed to indicate that we were sliding off the rocks to sink in the deep water and huge seas alongside. It should be mentioned that when we struck the wind was rather fresh and there was a moderately rough sea running, but as the night wore on the wind increased and the sea became very rough. When the ship began to grind, I realised that her back was breaking.

TERRIBLE GROANS

Swarms of people had crowded into the boats, which were on the part separated from us, and I heard some hundreds of them, in their panic, jumping over the side on to the rocks alongside. Then started a long chorus of terrible groans and death cries. It lasted about an hour. I saw the boat which was swung out and full of people suddenly drop end-on into the raging waters alongside, between the ship and the rocks, and heard the awful despairing cries as the people were perishing in the whirling waters.

Daylight came at last, and we saw that the ship had broken in two, at the fore part of the stokehold, exposing the furnaces, etc., and the waters between the two parts of the ship were almost like the Niagara Falls. From time to time some poor, unfortunate creature would be whirled into it, and, with agonising cries for help, as he was being mangled by being dashed against broken and twisted ironwork, would soon perish from exhaustion.

"SHANSI" ON THE SCENE.

About 9 or 10 o'clock in the morning of the 4th inst., a small steamer came in sight. This proved to be the *Shansi* (B. & S.). She rounded the Lamock lighthouse and saw our plight; then she came slowly down and approached us fairly near. After cruising around, the *Shansi* came a little before our beam and put a boat out. As the boat was nearing the ship one Chinese jumped from the after part of the wreck and swam out towards the boat. He was seen and picked up. The men in the boat then found themselves unable to make any way against the terrific seas, and the *Shansi* dropped down near them, and after a great struggle they reached their ship again. We saw rescue that way was impossible in such weather, but we were comforted to know that some fellow-creatures were there trying their best and watching for any opportunity. How thankful we all felt to the Captain and crew of that small steamer for attempting what seemed the impossible, and for remaining as near to us as they dared. It gave us courage to see the ship near us.

A FIGHT FOR LIFE.

Just before the close of that terrible day the *Shansi* signalled to me: "I will lie astern of you and stand by you." We were grateful indeed for this, for we felt indignant at the way all the other ships had passed on, afraid to come near us or to attempt to do anything for us.

That night of the 4th inst. was a horrible experience. We felt that the ship was breaking up rapidly; the scorching became more and more alarming as the ship was being torn by the jagged rocks. I determined that sometime during the following day (if we were still alive), I would persuade them all to have a fight for life, when a favourable chance occurred; so, in the forenoon of the 5th I signalled to the *Shansi*: "We will have to jump in at any minute now; if we do, will you try to pick us up as we drift astern?" The *Shansi* answered: "Do not make the attempt until the tide turns, at about 2 p.m."

HOW THE CAPTAIN LOST HIS LIFE.

I informed all the others of this, and told them that I felt certain the *Shansi* would get us if we made the attempt. So later I made signal: "We will jump for it when we get your flag signal." We got the flag signal a few minutes after 2 p.m., and we jumped in. The tide took us just clear of the rocks and almost everyone, except the Captain and about four Chinese who had made the attempt with us, was picked up. What luck! It was impossible for the ship to launch any of her lifeboats in such a sea, but the men on the *Shansi* managed to catch us with lines thrown to us.

On reaching Swatow all possible assistance was sent out to the wreck of the *Hong Moh*, and we hope that they have been able to save many more poor souls. Nearly one thousand must have perished in this disaster, which must be the worst that has ever happened on the China coast—or anywhere else I believe.

DEAD IN THE RIGGING.

Many hundreds had perished during the first and second nights, by drowning or from exposure. Many were dead in the rigging by the first morning after the ship struck, and from time to time people were being swept over the side by the seas.

No praise is too high for Captain Turnbull of the *a.s. Shansi* and his gallant crew—deck officers and engineer officers—for their gallant and successful efforts, and for having stood by, in face of almost impossible conditions, and at last saved a good many Chinese and all the Europeans, except the Captain.

WORK OF RESCUE.

The work of rescue is proceeding by Naval ships sent out from Hongkong, but I fear all must have perished by now.

[Happily this was not the case, and, as we have previously reported, H.M.S. *Curlew* and H.M.S. *Foxglove* between them brought to Hongkong over 250 survivors.—Ed.]

THE DIOCESAN CONFERENCE. HELP FOR THE PROTESTANT CHURCH AT MACAO.

We were gratified to learn yesterday that, within a few hours of the publication, (exclusively in the *Hongkong Daily Press*) of a report of the proceedings of the Church of England Diocesan Conference, two special appeals made by the Conference met with response. Col. Hailey Bell's eloquent appeal for the rebuilding of the historic Protestant Church at Macao had led an anonymous donor to undertake to provide all the funds still required to reconstruct the Church. The same generous donor has responded to Archbishop Barnett's appeal for a bell for the new Church, being built by Chinese Christians at Canton. A letter from the Bishop of Victoria on this subject appears in our correspondence column.

All those nominated having consented to serve, the composition of the Diocesan Standing Committee can now be published. It will comprise the following:—The Bishop and the Archbishop (ex-officio), Lady Stubbs, Lady Kirkpatrick, Mrs. Claud Severn, Mrs. G. T. Edkins, the Senior Chaplain (Rev. V. H. Moyle), Rev. G. I. Blanchett, Rev. G. H. Lindsay, Rev. W. T. Featherstone, Mr. T. Arnold, Commodore W. Bowden-Smith, G.B.E., Mr. R. Hancock, Mr. G. A. Hastings, the Hon. Mr. P. H. Holyoak, Brigadier-General E. B. MacNaghten, C.M.G., D.S.O., Mr. R. Packham, Mr. W. L. Patterson, the Hon. Mr. H. E. Pollock, K.C., the Hon. Mr. Claud Severn, C.M.G.

"TRICKS OF THE TRADE."

(With undue apologies to those concerned.)

CHARAVARIA (LOCALISED.)
Light Dues are evidently considered heavy.

New Year Titles yet to be bestowed:
The Chamber of Commerce: The Chamber of Comments.
The Kowloon Residents' Association: The Grownloun Residents' Association.

Golfers' favourite hymn: "There is a Greenhill."

It was to be expected that at the recent meeting on "Sweated Labour" the discussion should be a little heated.

The rumour that Mr. Winston Churchill is to become President of the Constitutional Reform Association lacks confirmation.

A correspondent writes testifying his belief in the Chain Prayer. He omitted to send on copies, and on the ninth day his mother-in-law took up her residence at his house.

A local Café has increased its price for tipping and diners "owing to the fall in exchange." Exchange is no robbery, evidently.

This being the season of shareholders' meetings, hand recitals are not considered necessary.

The recently published list of loans made by the Government bears out the fact that "To him that hath shall be given."

Were the "men of straw" who applied, considered to be trying to make hay?

A LOCAL "LEADERETTE."
We have often noticed how, at certain seasons, fog and mist settle themselves on the Peak, causing much inconvenience to the estimable inhabitants (should it not be on-habitants?) who live there. We have drawn attention in our columns to this matter on several occasions, but so far without result. Proving that the pen is not necessarily mightier than the sword; and, were it not for the fact that we have a certain amount of space to write each night, would not trouble our readers further. But the matter cannot be allowed to remain where it is. We have again to draw the attention of the Government (or should it be our old friend the P.W.D.) to the admitted fact (we have seen it ourselves on several occasions whilst our better-half knows a lady who knows someone else who lives there) that the damp and fog is often overpowering. Something should be done, and that soon. Our unofficial members of the Legislative Council live or sleep there, and it is saddening to think what is likely to happen to their bronchial tubes if any particle of fog should penetrate their broad-minded chests. As in other matters, we presume the stable door will be locked after the horse has bolted, or, to be less mystical, the haze cleared when some have been mist. Be that as it may, in the absence of any other asinine topic which will help us to fill space, we shall continue to press this matter until the clouds have been rolled away, and a section of our hard-working, law-abiding, and most respectable citizens allowed to live in a less humid atmosphere than is often their lot. If necessary, we are prepared to invoke the assistance of the Kowloon Residents' Association. Let the Government get busy before it is too late. Even a split infinitive will turn.

GOLF NOTES.
The usual crowd have gathered at Fanling, and the more this place is visited the more often do golfers go there. For it is there, and there only, that golfers golf. Happy Valley? hm. Deepwater Bay? Perhaps. But Fanling every time, or every Sunday. If there was no Fanling there'd be no Golf Notes. Life's all too short to golf, let alone write about it.

The notice about tiffins rejoices my heart. How many times have I not drawn attention to the number of tiffins ordered and consumed, and that large number unordered but still consumed. A golf course indeed, with sixteen items on the card!

Writing about tiffins naturally brings me to the question of greens. But I had better leave this until next week, as I want to say another word or three about the board which is lying (on the floor) unhonoured and unused at Happy Valley. When will the Committee take the advice I have repeatedly given them to make use of this board? I will let these burning words sink in—until next week.

(Continued at foot of next column.)

HONGKONG ST. GEORGE'S SOCIETY.

The report of the committee for presentation at the fourth annual general meeting to be held at the City Hall, to-morrow evening, is as follows:—

Gentlemen,—Your committee has pleasure in presenting to you the report and statement of accounts for the year ending 31st December, 1930. The cash balance in hand now stands at \$6,732.34 as against \$7,799.14 at the close of the previous year.

During the year the following sums were expended in assisting distressed English people:—

1.—English woman and two children assistance with passage to England.....	\$200.00
2.—Ex-member of H.M. Forces cost of passage to Japan, etc....	178.14
3.—Ex-member of H.M. Forces assistance whilst out of work....	100.00
4.—Ex-member of H.M. Forces cost of passage to Canada and assistance.....	333.04
	\$811.78

The following grants from the Society's funds were also made to mark the occasion of St. George's Day:—

1.—The Director of Education for Prize Essays and for the purchase of books for the British Schools.....	\$250.00
2.—H.M. Forces Entertainment Funds.....	1,000.00
	\$1,250.00

On the 6th January a Ball was held in the City Hall at which more than 1,100 persons were present, and on 11th November a successful smoking concert was given by the Society in the Theatre Royal.

During the year 140 new members joined the Society, the membership of which now totals over 500.

Your committee deeply regret to record the death of the following members since the last report:—Mr. J. H. Gardiner, Mr. D. K. Moss, and Mr. W. R. Noble, and extend sincere sympathy to their relations. The accounts have been audited by Messrs. Lowe, Bingham & Matthews, Chartered Accountants, to whom our thanks are due.

"DANGER" IN QUEEN'S ROAD. CHINESE WORKMEN SUPPLY AN UNINTENTIONAL ILLUSTRATION.

Two Chinese workmen employed by the Gas Company narrowly escaped death by asphyxiation yesterday afternoon. In fact, only the promptness of Mr. Leo d'Almeida, solicitor, in coming to their rescue saved their lives.

The two workmen put up a red notice board marked "Danger" in the middle of Queen's Road, at the top of Pedder Street, and very soon made good the announcement on their notice-board. They made an excavation, apparently for the purpose of disconnecting the gas supply of the property at the west corner of Wyndham Street which is being demolished. The men then removed a section of the supply pipe but they made some muddle of the job, for the result of their operation was to discharge a great volume of gas into the street.

The workmen, who were both standing in the excavation they had made, were quickly rendered unconscious by the fumes of gas, and the Chinese bystanders, when they saw that something was wrong, seemed very reluctant to take the risk of going near the spot to pull the men out of their dangerous position.

Mr. Leo d'Almeida happened to come by, and he pulled both the men out on to the roadway. Indian and Chinese constables assembled from various quarters—let it be recorded that an Indian police officer, abandoning dignity, actually ran, full tilt, the whole length of Pedder Street in his anxiety to be of use.

The police officers resorted to artificial respiration to bring the men back to consciousness. Some of the bystanders, however, thought a copious libation of gaseous mineral waters would be more effective as an antidote to the gas already inhaled; another's remedy was to give the men a face massage with a block of ice. One soon recovered, but the other was still in a bad way twenty minutes later, so an ambulance was obtained and he was taken to hospital.

Meanwhile, a representative of the *Hongkong Daily Press* who came upon the scene telephoned to the Gas Company and fresh workmen arrived who checked the escape of gas, but not before a good many thousand feet passed through the pipe without bringing any revenue to the Gas Company. It was a pipe of wide diameter and the gas came out with a roar. The incident attracted a great crowd and interfered with traffic for half-an-hour.

Painful incidents on the golf course are not uncommon, I much regret to say. But the one on a recent Sunday was the absolute. I refer to the golfer—can one indeed call him such—who appeared at one of the three courses (I am not referring to the tiffins now) clad in a bowler hat and brown boots. This striking lapse is all the more remarkable when one realises he was not even a Committee man. What we do want is an Examination Board. It would help much. To the oft-repeated question "Do you Golf?" one could answer, "No, but I've passed the examination."

This is a true golf story. A friend of mine who goes round in (and often under) Bogey (so he says) is fond of declaiming his prowess at home. One night recently, on reaching his home, he was greeted by his youngsters with "Wist, wist, wist, here comes the Bogey Man."

LANE, CRAWFORD'S

Established 1850

Telephone 1741

TABLE DELICACIES

Pate de Foie Gras
Curried Fowl
Mutton
Rabbit
Prawns
Galantine Chicken & Ham
Turkey & Tongue
Poulton & Noel's Breakfast Beef
Camp Pie
Hoddies
Pigs Feet
Jugged Hare
Picnic Pies
Boars Head Brawn
English Brawn
Hoddies
Haggis etc.

LANE, CRAWFORD'S

THE HOUSE OF QUALITY.

15

SHERWOOD'S BYSTOLITE

THE IDEAL ENGLISH ENAMEL

Sold in quarts, 1 and 1 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW.

LANE, CRAWFORD & CO.

HONGKONG.

Tel. 1741.

197

JUST UNPACKED

"BROADWOOD"

"BABY" GRAND PIANO

(With New Patent Steel Barless Frame).

A REVELATION IN

tone, touch & design.

The Anderson Music Co., Ltd.

24

Wm. Powell Ltd

TELEPHONE 3148.

A NEW CONSIGNMENT OF
ENGLISH AND AMERICAN

TRAVELLING TRUNKS

have just arrived and are now on show at

COMPETITIVE PRICES.

WARDROBE TRUNKS, SUIT CASES AND BAGS,

HOLDALLS, SOILED LINEN BAGS,

GENTLEMEN'S HAT CASES, TRAVELLING RUGS.

SEE WINDOW.

187

NEW ADVERTISEMENTS

NOTICE.

M. R. K. J. PNEY has This Day left our Service and his authority to act on behalf of the Company has ceased.
THE ANGLO-SAXON PETROLEUM CO., LTD.
Hongkong, March 9th, 1921. [583]

PEAK TRAMWAYS COMPANY, LTD.

TRAMWAYS will run between KENNEDY ROAD and BARKER ROAD STATIONS only until further notice.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, March 10th, 1921. [584]

G. R.

1921-22.

SEALED TENDERS will be received at the R.N. Hospital until 10 A.M. on the 21st March, 1921, from persons desirous of supplying Beef, Mutton, Fowl, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice, and other provisions, and necessaries for the year ending 31st March, 1922.
Printed Form of Tender and further particulars can be obtained at the R.N. Hospital.
The right to reject the lowest or any Tender is reserved.
F. DALTON, Surgeon Captain, R.N. Hospital.
Hongkong, March 10th, 1921. [585]

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "LANCASTER"
From BALTIMORE.

THE Steamship

"LANCASTER"

having arrived from Baltimore, via ports, on March 10th, 1921, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.
All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on March 18th, 1921, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the Goods have left the Godowns, and Cargo undelivered on and after March 17th, 1921, will be subject to run.
Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Hongkong, March 10th, 1921. [586]

LOST.

LOST.—Brown and White Japanese Bitch. Answers to name of Puppy. Will anyone having possession or information of this dog kindly communicate with Mr. A. A. Wilson, Dragon Motor Car Co., Telephone 4921. Any expenses will be paid or reward given. [588]

UNIVERSITY OF HONGKONG.

MATRICULATION & SENIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the above EXAMINATIONS will commence on MONDAY, JUNE 6th, 1921. Forms of entry and copies of the new regulations and syllabus can be obtained on application to the Registrar.

Each entry form, duly filled in, must reach the Registrar together with a fee of \$15 (Hongkong currency) on or before APRIL 30th, 1921. The Ignorance Scholarship, tenable in any Faculty by Portuguese Students from Hongkong or Macao, of the annual value of \$400.00, will be awarded on the results of this Examination.

Copies of past Examination papers, including those set in December 1920, can be obtained from the General Office, HONGKONG UNIVERSITY, price \$0.50 per copy.
N. TESSDALE MACKINTOSH, Registrar.
Hongkong, March 9th, 1921. [589]

G. R.

COLONIAL SECRETARY'S DEPARTMENT.

IT IS HEREBY NOTIFIED THAT SEALED TENDERS, duplicate, which should be clearly marked "TENDER FOR QUARRIES," will be received at this Office until Noon on MONDAY, the 14th day of March, 1921, for the letting of the undermentioned Granite Quarries at Hongkong and the New Territories, for a period ending 31st December, 1921, or, as an alternative, for a period ending 31st December, 1923.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum, as stated in the schedule hereunder opposite to each quarry, as a pledge of the bona fide of his offer, which sum shall be forfeited to the Crown, if the tenderer refuses to carry out his tender and comply with the conditions hereinafter contained, should the tender be accepted.

The Government does not bind itself to accept the highest or any tender.
Forms of tender can be obtained from the Director of Public Works.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.	Approximate Area in Acres	Approximate Area in Acres	Deposit with Tender
Two Lots Nos. 1 & 2	1.5	1.5	\$1,500.00
Lot No. 3	1.0	1.0	\$1,000.00
Lot No. 4	1.0	1.0	\$1,000.00
Lot No. 5	1.0	1.0	\$1,000.00

INTIMATIONS

NOTICE OF REMOVAL.

M. J. D. STEPHENS, Solicitor,
THE Office has been REMOVED to 1st Floor, No. 15, Connaught Road, Central, (beyond the Post Office).
Hongkong, March 1st, 1921. [541]

SOCIETY OF ST. GEORGE, HONGKONG.

THE ANNUAL GENERAL MEETING of the Society will be held in the CITY HALL on FRIDAY, 11th March, at 5.30 P.M.

For the following purposes:—
(a) To receive the report of the Committee and statement of accounts for the past year.
(b) To elect the Officers and Committee for the ensuing year.
(c) To consider the manner in which next St. George's Day shall be celebrated.
(d) To transact any other business of which due notice has been given.
All members are requested to attend.
C. BLAKER, Hon. Secretary.
Hongkong, March 1st, 1921. [535]

HONGKONG CLUB.

NOTICE.

THE THIRTY-FIFTH YEARLY GENERAL MEETING of the Members of the Hongkong Club, will be held in the Club House on MONDAY, the 14th March, 1921, at 5.30 P.M.

By Order,

A. H. ABBAS, Secretary.

Hongkong, March 5th, 1921. [569]

CHINA SUGAR REFINING CO., LTD.

THE FORTY-THIRD ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Feller's Street, on FRIDAY, the 18th March, at 11 A.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th March, 1921, both days inclusive.

JARDINE, MATHESON, & Co., Ltd., General Agents.

Hongkong, February 18th, 1921. [464]

HONGKONG GYMKHANA CLUB.

THE following Resolution was proposed and passed unanimously at the Meeting of Members held on 2nd March.
That the HONGKONG GYMKHANA CLUB be wound up and that the HONGKONG JOCKEY CLUB take over all Assets and Liabilities of the HONGKONG GYMKHANA CLUB.

A MEETING of Members of the HONGKONG GYMKHANA CLUB will be held at the Office of the Jockey Club, in Queen's Road, Central, at 12.50 P.M., on FRIDAY, MARCH 18th, for the purpose of confirming the above resolution.
[578]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Hotel, Hongkong, on SATURDAY, 19th March, 1921, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts, for the year ending 31st December, 1920.

THE REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, 19th March, to SATURDAY, 10th March, 1921, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

J. H. TAGGART, Manager.

Hongkong, March 3rd, 1921. [553]

NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on TUESDAY, 29th March, 1921, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1920.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 19th, to the 25th March, 1921, both days inclusive.

By Order of the Board of Directors,

R. M. DYER, Chief Manager.

Hongkong, March 7th, 1921. [585]

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 15th March, 1921, to WEDNESDAY, 16th March, 1921, both days inclusive.

By Order of the Board of Directors,

W. E. ROBERTS, Secretary.

Hongkong, 7th March, 1921. [572]

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL Preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for:—
Bosch P. Q., AD, AP, AW, BF, BO, BR, BV.

WANTED.—ONE ROOM for OFFICE temporarily required by European, position not essential. Reply stating terms Box CA, c/o Daily Press Office. [51]

TO LET.

ONE LARGE ROOM with Verandah for Office, 14, Des Voeux Road Central, 2nd floor.
Apply to:—

N. MODY & CO.

[551]

TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 16 to 19, Connaught Road Central (with use of lift).
Apply to:—

"A. B." Care of Daily Press Office.

[584]

TO LET.

TWO LARGE ROOMS to let for Office 14, Des Voeux Road Central, Top Floor. ROOM No. 1.
Apply to:—

[581]

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession.
Apply to:—

Box No. 582, Care of Daily Press Office.

[583]

FOR SALE.

62,570 SQUARE FEET OF LAND at Broadwood Road, Wong-nahung, with 7-Roomed House and Servants' Quarters, Kitchen, Garden, Tennis Court and Lawn. For particulars apply to:—
GEO. K. HALL-BUTTON & Co., 37, Queen's Road Central. [443]

FOR SALE.

BLEACHED CALICO. Fine quality. 35 inches wide x 40 yards long. Price \$14.00 per piece. Cash with order.
Apply to:—

ALEX. ROSS & CO., 25, Des Voeux Road, Central.

MADAPOLAM. Suitable for Linen. 36 inches wide x 12 yards long. Price \$10.00 per piece. Cash with order.
Apply to:—

ALEX. ROSS & CO., 25, Des Voeux Road, Central.

[567]

REPULSE BAY HOTEL.

THE approach Roads to the above HOTEL are CLOSED temporarily for the purpose of regrading. Patrons are, therefore, kindly requested to use the steps opposite the Main Entrance until completion of such work. [440]

REPULSE BAY HOTEL.

BANK HOLIDAY, MONDAY, MARCH 28th, 1921.

FANCY DRESS DINNER DANCE.

AT the request of Numerous Patrons, A FANCY DRESS DINNER DANCE will be held on the above date.
Table Reservations can be made at the HONGKONG HOTEL (Telephone No. 82) or direct to REPULSE BAY HOTEL (Telephones Nos. 881 and 897). [580]

WAR MEMORIAL.

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on F.M.O.A. lines, to be called the WAR MEMORIAL, INTENDING to be managed for the joint use of the Army and Civilian by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at:—
Messrs. Lane & Crawford, Kelly & Walsh, Montrose, Wm. Powell, Ltd., The Hongkong Club, Hongkong Cricket Club, Club Leinster, Engineers' Institute, Victoria Recreation Club, Kowloon Cricket Club, Kowloon Bowling Club, Peak Club, Club de Reunion, Craigswater Club.
M. J. BRENN, Hon. Secretary, War Memorial Committee.
Hongkong, December 15th, 1920. [1129]

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 24, D'Almeida Street, Telephone No. 2423.

WEEKLY AUCTIONS.

TUESDAYS.—

MISCELLANEOUS GOODS.

THURSDAYS.—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS.—

EXCELLENT HOUSEHOLD FURNITURE.

[72]

INTIMATION

WATSON'S

FINE OLD

BROWN

BRANDY

Unsurpassed as a Liqueur—

delightful to the palate, mellow,

and of fine aroma.

As a beverage, most healthful

and agreeable; an aid to

digestion.

A. S. WATSON &

CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Phone 616.

[11]

BIRTHS.

DICKSON.—At Shanghai, March 3rd, to Mr. and Mrs. W. J. DICKSON, a daughter.

TESSDALE.—At No. 125, Route Prosper Paris, March 4th, the wife of J. H. TESSDALE, of a daughter.

TURNER.—At Shanghai, March 3rd, to Mr. and Mrs. G. A. TURNER, a daughter.

WHITEHEAD.—At Shanghai, March 3rd, to Mr. and Mrs. C. C. WHITEHEAD, a daughter.

MARRIAGE.

BRITTO-RODRIGUES.—At Shanghai, March 3rd, VICTORIA F. MEDINA DE BRITTO, of Shanghai, to MARIN JOSEPHINE RODRIGUES, of Hongkong.

DEATH.

PEREIRA.—At Shanghai, March 1st, MARIA JOSE PEREIRA, in her 81st year.

HONGKONG OFFICE: 104, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 10th, 1921.

AMERICA AND THE LEAGUE.

It was to be expected that one of the first official acts of the new President of the United States would be to take some step with the object of associating the United States with the League of Nations, on a basis, of course, consonant with the objections to Article X. of the League Covenant which were so strenuously voiced in the Presidential election. A cable yesterday told us that the New York correspondent of *The Times* understands that President HARDING has definitely decided to send seven Commissioners, probably headed by Mr. ELIHU ROOT, to London to ascertain if the Allies are willing to agree to the inclusion of the United States in an Association of Nations on terms definitely excluding any obligation on the part of the United States to guarantee the peace of Europe.

Mr. ROOT is a well-known advocate of the League. When the selection of candidates for the Presidency was under consideration, the original Senatorial objection to Mr. ROOT was that he had committed himself to the League of Nations. In his single campaign speech last year he openly declared for the policy of the United States joining the League,

after the American amendments to certain parts of the Covenant had been agreed to by the other Powers. It is noteworthy also that Mr. HUGHES, who has become Secretary of State in President HARDING's Cabinet, has always favoured the general plan of the League. When his nomination as Secretary of State was being foreshadowed the *New York Times* wrote of him:—"In his campaign speeches of 1920, while Mr. HUGHES made a strong technical attack upon Article X., he did not conceal his generally favourable disposition toward the League. Speaking in New Haven on October 23rd, after Mr. ROOT had spoken in New York, Mr. HUGHES said:—"It is not likely to be difficult, as Mr. ROOT has said—and no one knows better than he—to secure the consent of other nations to the modifications and amendments of the Covenant which we desire. We are not antagonizing the aspiration for a society of free nations to promote peace."

There is another question of which we may soon expect to hear something more. In the course of his campaign Mr. HARDING delivered before a vast audience at Baltimore what has been rightly described as "a very brave speech" in which he drew attention to the fact that Europe, owing America \$10,000,000,000, could only receive the interest on this huge sum in the shape of manufactured imports delivered by her debtors, the Allies, and delivered at prices often far below America's cost of production, by reason of the depreciation of the pound, the franc, and the lira, which depreciation subsidised all their exports. He went on to point out what is most transparently evident, that no tariff can avail to protect the American wage rate against this exchange-fed "dump," which, speaking as an apostle of high protection, must, he said, endanger "our entire economic fabric," and he asked the enormous question, might it not be better to wipe the slate of these huge debts? And then, says Mr. MORRISON FREWEN, the well-known writer on economic problems, who has been emphasising in the British Press the enormous importance of the utterance, there came a delightful note of interrogation, lest the nations of Europe might feel humiliated by such a proposal!

Mr. FREWEN has a great admiration for President HARDING. Long before his nomination, he wrote an article in the *London Daily Telegraph* in which he summed up for the Republican party with these words:—"But of all these Republicans 'probables'—General Wood, Governor LOWDEN, Senator JOHNSON, Mr. NICHOLAS MURRAY BUTLER—premature though any selection I should choose Senator HARDING, of Ohio." He regards President HARDING as "a great gentleman," and he wonders, after the Baltimore speech, whether America has not in President HARDING a great economist also. "There is this great problem of exchange ahead of an America embarrassed in this way by her very riches," says Mr. FREWEN, "a problem that the Republican party, the party of High Protection, will need to grapple with first of all. And the latest apophthegm of America's President-elect is worthy of a wide acceptance everywhere: 'More business in Government; less Government in business.' We fancy, however, that it will take a lot of campaigning to secure the endorsement of the people of the United States to the cancellation of the war debts of the Allies to America."

The Peking correspondent of the N.Y. Daily News says a loan is being negotiated between the Chinese bankers and the Ministry of Finance for the erection and equipment of a mint at Shanghai to cost \$2,500,000.

A match was destroyed by fire at Ngan Shi Wan, on Tuesday. The local police dealt with the outbreak and succeeded in confining it to the shed in which it originated, although there were similar structures close by.

The following extract is from the N.Y. Daily News (Shanghai) of March 30th:—

The February heat wave: Last Sunday the thermometer rose to over 83 and Siccawei said that no such heat had been recorded by it in February since 1875. Yesterday for about two hours from noon there was a considerable fall of snow. The March heat wave.

A local resident, Mrs. de Souza, was thrown from a ricksha in Des Voeux Road, on Tuesday, and was rendered unconscious by the force of her impact with the roadway. It was found necessary to take the lady by ambulance to the French Hospital, where medical examination showed that the injuries sustained were not serious. The ricksha man was trying to avoid another vehicle and turned too sharply.

We regret to learn of the death at Manila of Mr. Charles H. W. Aitken, who has been for some years manager and superintendent engineer of the engineering works at Cavite, known as the El Varadero de Manila. Mr. Aitken was a member of a family well known and respected in Hongkong, where many years of his life were spent. Mrs. G. P. Lamert, who with her husband is in England on a holiday, is a sister of the deceased.

The Bishop of Victoria and the Rev. V. H. Conley-Moyle will be "At Home" to all those interested in the work of the diocese, on Tuesday, March 15th, from 4.30 to 6 p.m., in the City Hall. If there are any interested who would care to be present, and who, through inadvertence or through recent arrival in the Colony, have not received an invitation, would they kindly notify the Bishop's Secretary at St. Paul's College? The "At Home" will be held in the City Hall, and not at the Cathedral Hall as originally planned. —ANVT.

Judge Lobinger, in the United States Court for China at Shanghai, has dismissed the demurrer filed on behalf of Patrick Gallagher who, with G. Bronson Rea, is a defendant in the alleged libel claim by Mr. Geo. L. Shaw, a British subject. Mr. Gallagher sought to be separated from Mr. Bronson Rea in the suit. The Judge after reviewing the law on the matter, said:—"Separate actions and trials of questions arising out of a single publication mean inconvenience and loss which the Court can ill afford in the present crowded condition of the docket, and there being no authority for such an order as the motion contemplates the latter is overruled."

The seamen employed on steamers, junks and other vessels have organised a union at Canton in co-operation with the railway labourers.

The United States has appointed General Geothals of Panama Canal fame as its representative on the Committee of Experts of the Whampoo Conservancy.

Japanese capitalists are reported to have in contemplation the organization of a huge coal-mining company in Shantung. The initial capital is said to be \$8,000,000.

Mr. C. S. Fitzroy Lloyd, after 17 years in the Customs service in Shanghai, in the Marine Department of the Coast Inspector's Staff, has been transferred to Amoy as Inspector of Southern Lights.

Work will begin next week, says the *Canton Times*, on the construction of the proposed Pun-Ping Railway, a line extending from Canton to Pinghiuhow, in Hoiping district passing through Nam-hoi, Sun-tek, Hokshan and Sun-wui. This Railway Company has secured the sanction of the proper official authorities to begin construction immediately.

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A steam launch, the *Tung Yick*, and a sampan came into collision, on Tuesday, in Hungnam Bay. The sampan was badly smashed by the impact and the crew of six were soon struggling in the water with the vessel sinking beneath them. The crew of the launch rescued all the men.

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CROWN PRINCE OF JAPAN.

EXPECTED TO REACH HONGKONG TO-DAY.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ALLIES' ADVANCE IN GERMANY.

NO RUPTURE OF RELATIONS.

London, March 9th.

The *Daily News* Berlin correspondent states that the departure of Herr von Schumacher, also of the German Ambassador in Paris and the German Minister in Brussels, for Berlin is in the nature of a recall, owing to indignation at the new Allied occupations. The decision does not mean rupture of relations, as the chief secretaries will undertake Ambassadors' duties.

AMERICAN FORCES ON THE RHINE.

Washington, March 9th.

The Secretary of War, after a Cabinet meeting, denied the report that the Government was considering the withdrawal of the American Forces from the Rhine.

EARLIER CABLES.

OTHER TOWNS OCCUPIED.

Mayence, March 8th.

French and Belgian troops occupied Duisburg at noon, whilst the Rhine flotilla occupied Ruhrort.

GENERAL DEGOUTTE'S PROCLAMATION.

Mayence, March 8th.

General Degoutte has issued a proclamation to the inhabitants of Düsseldorf, Duisburg and Ruhrort declaring that the Allies have been compelled to occupy the towns as guarantees, since the German Government does not intend to fulfil its Treaty engagements. "The occupation is in no way hostile towards the population and no obstacle will be placed in the way of the economic life of the region. The Allied authorities are ready to help to improve the workers' situation, particularly to ensure the food supply, and they intend to make a régime of liberty and order prevail, and thus to develop prosperity."

GERMAN AMBASSADOR LEAVES.

London, March 8th.

The German Ambassador to London is proceeding to Berlin to-night, in response to a summons from Berlin to explain the position.

"NEVER SAY DIE."

The German delegates have departed for Berlin. Crowds gathered at the Savoy and the Victoria station, but there were no demonstrations. Dr. von Simons remarked to Reuter: "We hope to return soon. Never say die."

"AN ACT OF VIOLENCE."

Berlin, March 8th.

In the Reichstag, a full house assembled. During a speech, interspersed with cheers, Herr Fehrenbach described the penalties as an act of violence, saying that "the Allied conditions are to be applied by force; therefore, they have nothing to do with the principles of right."

Herr Fehrenbach declared that Germany, including the parts about to be struck by the Allies' measures, was united in determination and endurance.

Like Herr von Simons, Herr Fehrenbach said that he was willing to leave the verdict to history, which would have something to say—not only as regards war guilt, but also the dictates of Versailles.

BRITISH LIBERAL PRESS COMMENT.

London, March 8th.

In contrast to the unanimity of the British Press, including the Liberal papers, in ridiculing Herr von Simons' first offer, it is noteworthy that the *Manchester Guardian*, the *Westminster Gazette* and the *Star*, to-day, echo the strong language of the *Daily News* this morning in denouncing the decision of the Allies to refuse to give Germany a breathing space, describing it as a capitulation to France's policy of revenge, as opposed to British national interests, because it involves possibilities of Allied friction. The sanctions, they say, are calculated to defeat the industrial recovery of Germany, which Mr. Lloyd George has hitherto maintained is essential to peace and restoration of trade.

All the papers, however, declare that the tactless and inept speeches of Herr von Simons, who is in the grip of Nationalists, contributed to the general exhibition of bankrupt statesmanship.

LATEST CABLES.

KRONSTADT REVOLT.

REVOLUTIONARY GENERAL MARCHING ON PETROGRAD.

London, March 8th.

News from Russia continues to be most confused and shadowy.

A Moscow wireless message, however, euphemistically announces that the Soviet Government has postponed the liquidation of the Kronstadt revolt for a day. This, taken in conjunction with other messages, may be interpreted as bearing out the report that the Bolshevik infantry attack on Kronstadt, over ice, was heavily repulsed. Some Finnish Gulf ports, apparently first firing against Kronstadt, are now firing in the direction of Petrograd.

It is stated that General Koslovsky is about to march on Petrograd after a successful artillery duel. There are indications that insurgents have seized the Pakoff and the Bologoe railway junctions, which means that the Moscow-Petrograd line has been cut midway.

U.S. FINANCIAL OUTLOOK.

WARNING BY NEW SECRETARY OF TREASURY.

Washington, March 8th.

Mr. Mellon, Secretary of Treasury, in his first official statement, which is in the form of a letter to bankers, urges rigid economy in Governmental expenditure and immediate establishment of a national budget system. He says that, though the financial condition of America, during the past eight months, has been particularly encouraging, heavy drains on the Treasury may be expected in March and April, which would possibly require a flotation of short-term certificates to meet indebtedness. He, therefore, warns the nation against extravagance.

AMERICAN AMBASSADOR IN LONDON.

MR. DAVIES LEAVES FOR NEW YORK.

London, March 8th.

The American Ambassador, Mr. Davis, and Mrs. Davis have left for New York. Among those seeing them off at Waterloo was Lord Reading, who kissed Mrs. Davis on both cheeks.

OBITUARY.

London, March 8th.

The death is announced of Lord Moulton of Bank, P.C., K.C.B., G.B.E., F.R.S., member of the Judicial Committee of the Privy Council since 1912. One of the giants of his day at Cambridge and a Senior Wrangler, he was the greatest living authority on patent law. He received the K.C.B. for special services during the war as Chairman of the Committee on Chemical Products which dealt with the dye industry. He was afterwards Director-General of Explosive Supplies.

SPANISH PREMIER ASSASSINATED.

SEVERAL SHOTS FIRED.

Madrid, March 8th.

The Premier, Senor Dato, was assassinated last evening whilst motoring from the Chamber. Several shots were fired.

27 SHOTS FIRED.

London, March 8th.

Three individuals, supposed to be Syndicalists, followed Senor Dato's motor-car on motor-cycles and fired twenty-seven shots, killing Senor Dato instantaneously. They used explosive bullets. They escaped in the darkness, and there is no trace of their identity.

EARLIER CABLES.

COAL INDUSTRY BILL.

GRAVE SITUATION THREATENED.

London, March 8th.

In the House of Commons, by 277 votes to 72, the bill handing back the coal industry to the owners, on March 31st, was read the second time. A grave situation is threatened if owners and miners do not reach an agreement as regards wage reduction.

PRINCE OF WALES IN GLASGOW.

RECEIVES FREEDOM OF CITY.

London, March 8th.

The Prince of Wales has been granted the Freedom of Glasgow. An attempt of the unemployed to demonstrate outside St. Andrew's Hall proved a fiasco. The Prince, acknowledging the Freedom, said that he had not come to see the Industries Fair, but to see the people.

After eulogising Glasgow's war achievements, His Royal Highness said that all were trying to get back to peace conditions, but this word must be prefixed—"Happy." It was impossible to attain these conditions till all sections of the community were satisfied. "If we can give and take sufficiently," His Royal Highness said, "there are no difficulties which cannot be overcome—(cheers.) We must not be too impatient in the presence of the horrible epidemic of unemployment, with the consequent tragedy of suffering. It worries me a great deal, and upsets me particularly to know that it affects thousands of men who fought overseas. I want the Lord Provost to assure them that I am thinking of them in their trouble. My earnest hope is that conditions will soon improve."

AUSTRIA'S PARLOUS PLIGHT.

MINISTERS PROCEEDING TO LONDON CONFERENCE.

Vienna, March 8th.

At the invitation of the British Government, the Chancellor (Dr. Mayer), the Finance Minister (Herr Grimm), and the Minister of Food (Herr Gruenberger), are on the eve of proceeding to London, via Paris, to hold a conference.

THE TRADE SLUMP.

BOARD OF TRADE RETURNS FOR FEBRUARY.

London, March 8th.

The trade slump is clearly visible in the Board of Trade returns for February, which show imports of 97 millions—a decrease of 73 millions as compared with February, 1920—while exports of 88 millions showed a decrease of 17½ millions.

RIOT IN UPPER SILESIA.

FRENCH LIEUTENANT KILLED.

Paris, March 8th.

A message from Oppeln, Upper Silesia, states that a band of Germans attacked a Polish meeting at Beuthen on the 6th inst. On troops intervening a French lieutenant named Dabry was killed by a blow from a bludgeon. French Chasseurs restored order.

WAGES REDUCTION MOVEMENT.

CHICAGO MEATPACKERS' ACTION.

New York, March 8th.

The Chicago Meatpackers' Association is reducing the wages of 100,000 men next week by approximately 12½ per cent.

COLOMBIAN TREATY.

PRESIDENT HARDING'S SUGGESTION.

Washington, March 8th.

President Harding is preparing a special message to the Senate requesting it for an immediate ratification of the Colombian Treaty.

THE NAPOLEON OF THE OIL INDUSTRY.

MR. DETERING HONOURED.

The Financial Times states that the City of London learned with much pleasure that the distinction of K.B.E. has been conferred upon Mr. H. W. A. Detering, managing-director of the Royal Dutch Petroleum Company.

The new knight probably occupies the most important position in the oil industry in the whole world, and it would be hard to over-estimate the invaluable service he rendered to this country during the war. From the commencement of hostilities he placed his services entirely at the disposal of the British Government, and it was largely due to his genius that an adequate supply of oil was forthcoming for the use of the Allies. The serious shortage of high explosives was made good in the spring of 1915 through the initiative of Mr. Detering, which enabled the Royal Dutch combine to deliver from Borneo the much needed quantities of toluol. The Royal Dutch produced over 30,000 tons of the commodity from which toluol is derived, or sufficient to yield 60,000 tons of T.N.T. Although Mr. Detering has frequently been described as the Napoleon of the oil world—a picturesque title not without some justification—he has always shrank from publicity, and it is seldom that he can be prevailed upon to voice his opinions in the Press. During the war the French Government conferred upon him the Cross of the Legion of Honour, and the further tribute now bestowed by the British Government is one that will commend itself to everybody conversant with the work Mr. Detering has achieved for Britain and her Allies. Mr. Detering was once well-known in Malaya and married a well-known Penang lady—Miss Neubronner.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PREPARATIONS FOR RECEPTION OF CROWN PRINCE OF JAPAN.

London, March 8th.

Officials of the Foreign Office and the Lord Chamberlain's department are carefully preparing an elaborate programme for the visit of the Crown Prince of Japan.

His Imperial Highness will be the guest of His Majesty the King at Buckingham Palace for three days, and will, afterwards, be provided with accommodation in a mansion in London.

AMERICA'S OBJECTIONS TO YAP MANDATE.

New York, March 8th.

The text of the mandate for Yap submitted by Japan to the League of Nations is published. It confirms the reports that Japan stipulated that her nationals should not be subjected to discriminatory and disadvantageous treatment in other mandated territories.

Washington official circles understand that this means, particularly, the ex-German Pacific Islands mandated to Australasia.

It is understood that Washington official circles have objections to this reservation of a similar character to the United States' objections to the provisions in the British Mesopotamian mandate, by which it is alleged that Americans will be excluded from trading there.

The United States maintains that it never agreed to the conferment of the mandate for Yap on Japan.

SHIP'S CARGO.

EPIDEMIC OF PILFERAGE AT SHANGHAI.

In the Mired Court at Shanghai, last week, before Magistrate Yu and Mr. Blackburn, British Assessor, four Chinese were charged with theft of goods on board the str. *Titan* of the Blue Funnel line.

Mr. R. E. S. Gregson, appearing on behalf of Messrs. Butterfield & Swire, the representatives of the Ocean Steamship Co., Ltd., conducted the prosecution.

Counsel stated that pilferage of ships' cargoes was a matter of constant occurrence and, as the Court might be aware, equally so in regard to Shanghai, but everywhere. The complainants were determined to take every possible step to reduce this so far as they were concerned, and it was desired that the Court should take into account the present prevalence of thefts of this sort in considering any penalty that they might impose.

The str. *Titan* arrived in Shanghai on February 28th, and went alongside Holt's Wharf. On the 28th, the first accused was seen by the boatsteward leaving the ship, and attracted his attention by his unusual size. The boatsteward took him before the Chief Officer, and it was thereafter discovered on removal of his coat that he had a roll of material wrapped round him. This roll was produced in Court, together with other merchandise appropriated by the other accused.

The second accused was the next day detected by Ordinary Seaman Cope, and he was found to be trying to carry off two pieces of dress material under his arm.

With regard to the two remaining accused, a shipsteward found four rolls of material and a piece of silk lying under the coats of coolies working in No. 4 Hold. A Chinese detective was summoned and in consequence of his inquiries the men were arrested.

Of the case of piece goods from which the roll was extracted by the first accused, 21 rolls, out of a total of 40, were found to be missing, and other losses by theft were discovered on the discharge, though some of these, of course, might have happened at port of loading or intermediate ports.

After witnesses had been called in corroboration, all the accused were found guilty; a sentence of three months' imprisonment being imposed on the first two, and of two months' imprisonment on the remaining two.

It was ordered that the material recovered should be returned to the ships.

BANVARD COMEDY COMPANY.

CROWDED HOUSE LAST NIGHT.

Yet another success was recorded by the Banvard Musical Comedy Company, last night, at the Theatre Royal, where an original revue "Girls and Giggles" figured on their programme. As has been the case every night since the opening night, there was a crowded house, and what is more it was keenly appreciative. Perhaps the *piece de resistance* in the revue was "A Musical Meal" and the Beauty Chorus in the second half appeared to advantage in the scene "Bathing." A charming number was "I'm always chasing rainbows" by Miss Viola Williams.

To-night, "Girls and Giggles" will be repeated.

BILLIARDS.

The following were the results in the Ho Kung Tong handicap tournament, yesterday:

T. B. Golding (—300) beat Wong Ho Hong (—300), 250-165, and Sgt.-Major Stroud (—200) beat J. Parkes (—200), 250-206.

To-day, W. G. Gorrard and J. Taylor meet G. Thomas and A. J. Osmund, respectively.

OUR LONDON LETTER.

LORD HAWKE ON CRICKETERS AS REPORTERS.

THE SHORTAGE OF SERVANTS IN ENGLAND.

[FROM OUR OWN CORRESPONDENT.]

London, January 27th.

CRICKETERS AS REPORTERS.

Journalists have a special interest in Lord Hawke's timely protest against cricketers writing for the Press on matches in which they are themselves taking part. His protest is made *appropos* the English Cricket team in Australia.

The practice must tend to encroach, to some extent at least, on the earnings of professional writing men. Of course, it is a practice which is not new by any means. At one time clericalism and Non-conformist ministers used to tout in newspaper offices for commissions to report religious conferences, but this was stopped by representations made by the professional organisations of journalists in the right quarters.

As regards sport, Lord Hawke rightly says that no man is capable of writing in an unbiased way about a match in which he is playing, and he expresses a hope that it will be a condition in the choice of the next side for England that no player shall write an article on the match for which he is selected.

It is fairly obvious that a player who writes on the play must lie under the suspicion that he is partial if he praises either his side or his own performance; and, on the other hand, he will almost certainly make enemies among his opponents if his comments on them are perfectly frank and free. On every ground it would appear that it is much better that the cobbler should stick to his last.

THE NAVAL DISASTER.

The loss of submarine K5 at the western entrance to the English Channel, about a hundred miles from land, while taking part in general Fleet practice, must give pause to the demand made in certain influential quarters for a big increase in this kind of craft at the expense of the heavy surface fighting ship. The K5 was one of the latest and most powerful submarine cruisers. She dived simultaneously with four others and failed to come up again. The disaster is mourned by the nation. It is "the price of Admiralty," which has to be paid in peace as well as in war.

It is, however, to be hoped that as a result of the inquiry which is being held the Naval authorities will be able to discover the cause of the disaster and take the necessary measures to prevent a repetition. What seems clear is that in spite of the rapid development of the submarine during the war it is still a very uncertain craft. Its importance as a unit in a modern battle fleet is great indeed, and in favourable circumstances can scarcely be exaggerated, since its use may be decisive; but there is no doubt there is still much to learn by way of experiment, both mechanically and tactically, before absolute reliance can be placed upon submarines at sea.

As to the effect of the fate of K5 on the officers and men of the Royal Navy, past experience will doubtless be repeated. Whenever a disaster has occurred to a submarine there has always been a rush of volunteers for service with under-water craft. The proof of exceptional danger acts like a magnet. It is "a way they have in the Navy."

FLOUR FROM CHINA.

No time has been lost by the Royal Commission on Wheat Supplies in issuing a reply to the suggestion that the Commission imported flour from China at a time when people of the country were themselves on the verge of famine. Exception is taken to the statement that the shipping of flour began in 1917. So far from this being the case, I learn officially that no cargoes of flour were received in this country until last year.

One point deserving of special notice is that as soon as the Royal Commission became aware that China was threatened with shortage of food in certain provinces it approached the Foreign Office with a request that the British Minister at Peking should be instructed immediately to offer the Chinese Government the fullest possible concession in the form of a cancellation of all contracts for wheat. This offer was, however, declined by the Chinese Government.

The flour imports from China, although arranged on very advantageous terms, are said to have been by no means considerable. The final contract was made last June. At present only small quantities are coming into this country, and the consignments that are arriving represent the completion of contracts made a year ago.

SHORTAGE OF SERVANTS.

There could scarcely be a better illustration of the topsy-turvy state of the times than the spectacle of young able-bodied women crowding round the doors of the Employment Exchanges for unemployment doles while thousands of households are vainly crying out for domestic servants. These strapping girls and women have come out of the factories and engineering works into which they went during the war, most of them from domestic service, when it was patriotic to work on munitions at extravagantly high wages, and thus also look after Number One. In fact, patriotism and pelf went hand in hand.

Now, of course, the war is a matter of history, and the women of the workshops and factories are thrown out of employment through trade depression. But they would rather subsist on the pittance allowed under the Unemployment Act than re-enter domestic service. In the meantime, the servant shortage is making thousands of middle-class women prematurely old; they are unable to stand the drudgery of housework to which they have never been accustomed. To those who are not physically strong life is almost a burden.

WHAT IS THE REMEDY?

There is not much purpose in writing lamentations about the servant shortage to the Press, as many are doing. The true remedy for existing conditions is so to improve the status and remuneration of domestic servants that this kind of employment will compare favourably with other occupations. Even now there are mistresses who hold fast to mid-Victorian ideas about the treatment of servants, who are supposed by these unprogressive employers to have little or no privileges in the matter of hours of work and recreation. I believe that if mistresses generally show an enlightened spirit the servant problem will right itself.

THE MINSTREL BOY—NEW STYLE.

Considerable interest is aroused by newspaper reports of the large sums obtained by ex-Army officers who perambulate the London streets as itinerant musicians. The known difficulty which so many young officers have had—and still experience—in obtaining suitable positions in civil life after their discharge from the Service naturally inclines the public to sympathy. It is stated that any man with a barrel organ who takes less than £2 or £3 a day in coppers and small silver from passers-by is doing very badly.

But it is really doubtful whether every one of the large number who may be seen near the kerbstones in the West End, dressed in a neat and well-preserved suit—the sort of suit that suggests the wearer has seen better days—has been forced to take up the rôle of wandering minstrel. It is at best a vagabond kind of existence. But by all accounts there is money in it, at all events for the present.

A story is told of one ex-officer who was recognised by a fellow clerk in a Government office, turning the handle of a barrel organ in Regent street. Flushed with excitement at his discovery, the Sherlock Holmes rushed back to his chief and told him. Then together they hastened to interview the organ-grinder, who, the story goes, was at the time on leave from the office. But the suggestion that he should return to the respectable fold of clerkdom at Whitehall he firmly declined. "This job suits me very well," he said; "I am making £1,000 a year at this barrel-organ stunt."

The knowing ones now wear masks, as it makes them more interesting to the public. It suggests mystery, if not romance. The modest hero, whose modesty compels him to disguise himself, makes an appeal that is quite distinct. And it pays!

PROPOSED ENGINEERS' CLUB.

I hear that an endeavour is being made to found an Engineers' Club in London. The idea is excellent, and it is intended to carry it out on the broadest possible lines. The term "engineer" will be made elastic so as to include all those who, in the words of the charter of the Institution of Civil Engineers, "turn the great forces of Nature to the use and convenience of man."

A club entering more or less for engineers has been tried in London on one or two previous occasions, but the experiment was not successful. What is now intended is a club in the widest sense, domiciled in the Metropolis with a membership drawn not from London alone, but from the provinces and overseas. The details of the scheme have to be worked out, but from advance information I have received I learn that a minimum membership of 1,000 original members will be required, at an annual subscription of ten guineas each. There will be generous bedroom accommodation for members from the country and from overseas; and the general arrangements and appointments of the club are to be of the best. A strong Committee has been formed to explore the possibilities.

THE PRINCE AND THE SCOUTS.

A great start has been given by the Prince of Wales's appeal for £200,000 for the Boy Scout movement in order to place it upon a sound financial basis. The appeal receives endorsement by the entire Press, and the *Daily Telegraph* has undertaken to father the scheme. Lord Burnham being treasurer of the Fund. In a signed letter the Prince says that he found the Boy Scouts in every corner of the Empire and in every land during the war, and he gives the movement his Royal commendation as something which is eminently deserving of support.

The idea is to obtain enough money to pay whole-time county secretaries in Great Britain, whole-time instructors, and to establish a training centre for Scoutmasters and other officers. There will also be a big development of the Sea Scouts' branch of the organisation.

General Baden Powell, the Chief Scout, states that for every 10s. subscribed he can supply a trained Boy Scout, and for a million pounds he can make war impossible in the future. The great jamboree held in London last Summer was a complete success as an advertisement, when there was a rally of the youth of 20 nations. It showed that the ideal of a League of Nations of youth is well within the bounds of possibility.

THE CENSUS.

Preparations are nearly complete for taking the census next April; and I understand that it is estimated to cost £250,000, or something like twice as much as the census of ten years ago. The work of enumeration will be entrusted to about 35,000 school teachers and Poor Law relieving officers, as it is thought that they will be well acquainted with local conditions. The ex-Service men's associations are not pleased with this part of the arrangements, as they consider that their members who are out of work, should have been employed.

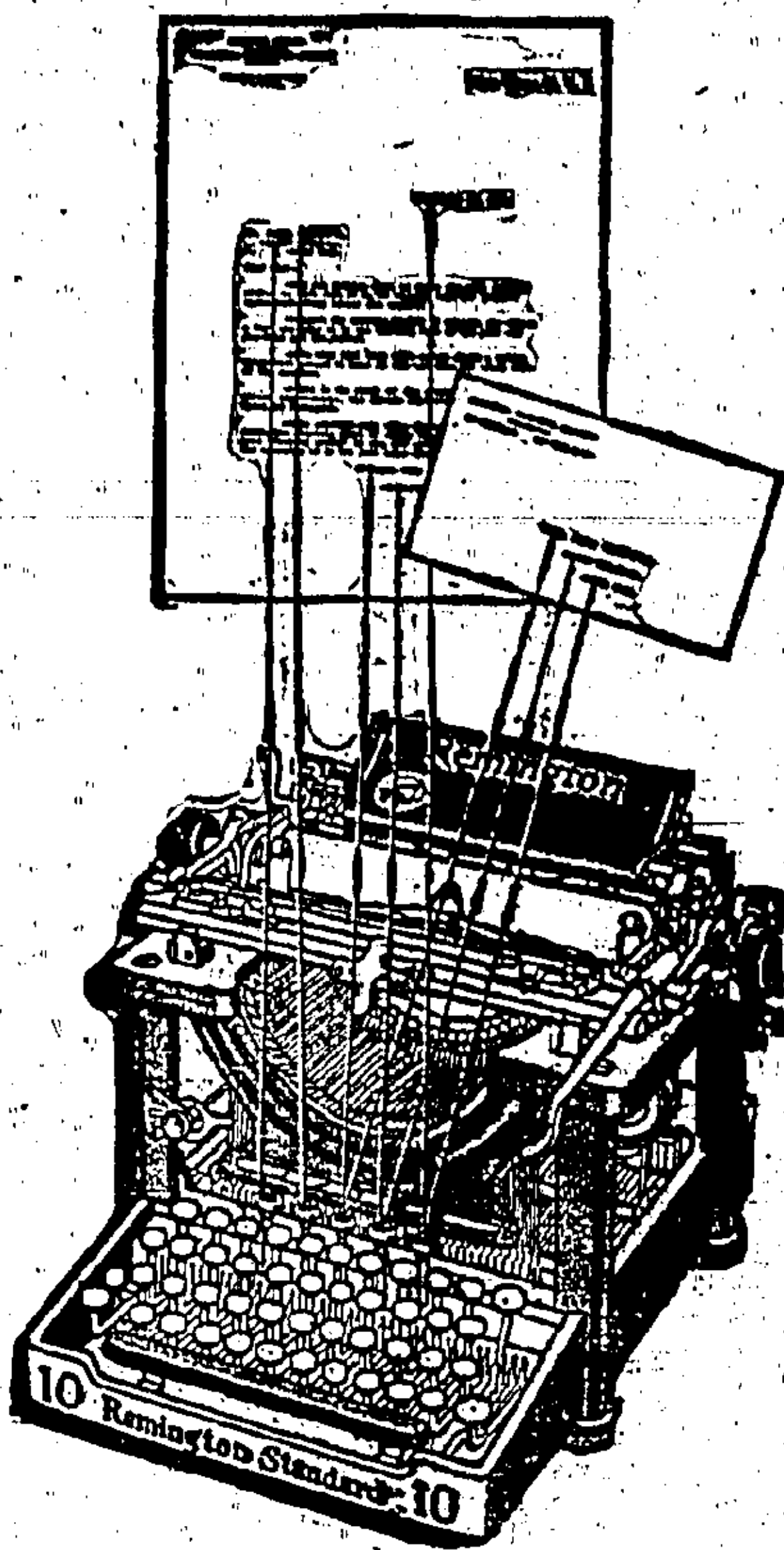
As soon as the returns have been completed, a staff of several hundred men and women will be set to work to compile the necessary statistics. It is a formidable task, and will occupy about two years. An old, disused Workhouse in Lambeth has been secured as the headquarters of the Registrar-General and his assistants, and has been fitted up with cleverly-designed electrical machinery which sorts out and counts the classified cards.—H.B.

Do You Know The Column Selector

of the Visible Model 10 Remington? To know it is to know the greatest recent improvement of the writing machine.

The Column Selector permits instant movement of the carriage to any point on the line. No stop-to-stop movement; no tedious hand adjustments; just one touch on a key and it is done.

Its uses? Take for example so simple a thing as the addressing of an envelope. Do you realize how much time is lost when the carriage is adjusted by hand to write each line? The same applies to the date line on a letter, or the address, or the indent for the paragraphs, or the "Yours truly." It applies to any line of writing which does not start at the beginning of the scale. The Column Selector makes the setting of the carriage to write these lines mechanical and instantaneous. Every operator will understand what that means in labor saving.



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AGENTS

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Hongkong.

PONS-WINNECKE COMET. EXPECTED COLLISION WITH THE EARTH.

Dr. Crommelin has been engaged in computing the probable path of the comet, Pons-Winnecke, which is expected to approach very near the earth next June. His estimate of the perihelion passage is June 10th, with an uncertainty of ten days one way or the other. The perihelion distance is nearly the same as that of the earth from the sun at the end of June, and if the comet could manage to postpone its perihelion passage until June 27th or 28th the earth might stand a chance of being overtaken by it. In any case there is a considerable probability of an extensive shower of meteors associated with the comet. At the last passage in 1916 numerous meteors were seen, probably belonging to the comet.

Dr. Crommelin has reason to think that the comet (which has generally been called Winnecke's because he discovered it in 1877, and more properly Pons-Winnecke, because Pons discovered it in 1810 and possibly also two returns earlier in 1808) is really the same as a comet discovered in 1766.

At the time its perihelion distance was about the same as that of Mercury, but as its period is about half that of Jupiter it is considerably affected by that great planet, and its perihelion distance has regularly increased. When Winnecke discovered it, its perihelion distance was nearly that of Venus, and no wit has reached that of the earth, but it is very probable that it is the same comet and Dr. Crommelin hopes that somebody will find time to compute the perturbation backwards, as was done by Drs. Cowell and Crommelin in the case of Halley's Comet to confirm the identity. The radiant of the expected meteors will be in the constellation of Bootes, so that it will be up all night in this latitude.

It has been suggested that anybody who is afraid of a collision between the earth and the comet need only migrate to the Southern Hemisphere to avoid all risk. The meteors will be overtaking the earth so they will be comparatively slow moving, the expected velocity being about six miles per second.

MADNESS IN DANCING.

When the Pope received a deputation of the Roman aristocracy presenting New Year greetings, his Holiness expressed satisfaction that the Roman patricians were behaving as true gentlemen in maintaining good moral behaviour, thus moderating, by their good example, the present exaggerations in fashion and madness in dancing. He urged the aristocracy to turn the Catholic field of action into one where all forms of healthy energy could be largely and worthily exercised.

Bearing in mind the recent pupil references which have been made to this subject by prominent prelates in France, Italy, and America, a representative of *The Daily Telegraph* made inquiries at the Westminster Cathedral as to the attitude of the Catholic Church towards the general subject of dancing. He was informed by one of the most distinguished priests who reside at Clergy House that the Church has no objection whatever to dancing, if it be regarded as pleasant healthy exercise, and if it is carried on in proper dignified lines. It is only when dances are introduced which make for immorality and which are calculated to arouse immoral thoughts and unworthy passions that it feels it its duty to remonstrate and to point out the moral danger to its flock. "The Church objects to prudishness," added the priest, "and does not believe in unduly interfering with the life and habits of its members. Good taste can be generally trusted to avoid that which is offensive. It is for this reason that the Church, as a whole, takes no action in such matters. It is left to the discretion of the local clergy to sound an appropriate warning or to deliver a rebuke where occasion for this arises."

On the question of exaggeration in dress much the same views are held, and it would be difficult to generalise. If there is any pronounced tendency in any particular diocese to appear in church in what is regarded as immodest dress it is open to the bishop to take what steps he thinks fit to effect an improvement.

FILM SCANDAL.

Mr. Lionel Phillips, F.R.G.S., in a letter to the *Sunday Times*, draws attention to a feature of the American film business, which is fraught with harmful results to Britain and to India.

A large exporter of cinema films to all parts of the British Empire, Mr. Phillips writes:—"It has struck me that public attention might well be drawn to the very undesirable type of American film recently advertised as suitable for exhibition to the natives of India. I refer to films showing white women in a state of semi-nudity, with as little of the 'semi' discernible as the producers dare screen, even in America. Oddly enough, this sort of thing is mostly exploited in 'comics,' where show girls are very freely displayed at times to give much-needed relief from the crude banalities of the alleged plot. This may not do a great amount of harm in a white man's country, but I cannot think that the rulers of India, more especially in times like the present, are likely to find their task made easier by white women exposing as much of themselves as they dare for natives to gaze at when they patronise the pictures. How prevalent this type of film is, and how assiduously its export to India is boomed, may be judged from a glance at any illustrations of the films. I trust the publication of this letter will draw official attention to the scandal. The Indian authorities have plenty of power to stop it—a matter completely beyond the scope of the cinema industry in this country, the films in question being American in their every aspect."

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IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSSEN

Kaio (Seoul) — Chosen Hotel Fusan — Fusan Station Hotel Shanghai — Shanghai Station Hotel
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IN MANCHURIA

Changchun — Changchun Hotel Dairen — Dairen Hotel Hsiao-chang — Hsiao-chang Hotel Yamato Hotel	Hotel (Mukden) — Yamato Hotel Kyujin (Port Arthur) — Yamato Hotel
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CUTICURA HEALS WATER BLISTERS

On Baby's Face. Burned, Itched and Pained. Could Not Sleep.

"Baby's face first started burning with water blisters, then they would burst, and his face was not fit to be seen. They itched very much, and the poor little child could not sleep with the pain. His mouth was covered so he could not eat."

"I tried Cuticura Soap and Ointment, and I only used one cake of Cuticura Soap and one box of Cuticura Ointment when he was healed." (Signed) Mrs. Catherine, 64, Arthur St. Small Heath, Birmingham, Eng.

Cuticura Soap to cleanse, purify and beautify. Cuticura Ointment to soften, soothe and heal. are ideal for every-day toilet purposes.

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DAIRY FARM NEWS.

Customers are requested to apply for our Revised Price List which came into force on 1st March, 1921.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

58

SUTTON'S FINE GRASS SEEDS for GARDEN LAWNS, ETC.

for sale at GRACA & CO.,

Dealers in Garden Seeds, Postage Stamps, Toys, Picture Books, etc., etc.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box 620.

[58]

MARTIN'S APOLASTER PILLS

A French Family Remedy for all ailments of the stomach, bowels, and liver. It is the only medicine that can be taken by all ages, and is the only one that does not contain any harmful ingredients. It is the only one that can be taken by all ages, and is the only one that does not contain any harmful ingredients.

MARTIN'S APOLASTER PILLS

71

FOR NERVOUS EXHAUSTION

LOSS OF MEMORY and DEBILITY and from the NERVES

CHAPOTEAU'S PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

72

VETARZO

DR. LE CLERC'S VETARZO

It is the only medicine that can be taken by all ages, and is the only one that does not contain any harmful ingredients. It is the only one that can be taken by all ages, and is the only one that does not contain any harmful ingredients.



Draw the cork and Haig & Haig Five Stars Scotch Whisky will sing its own praises.



FINE WHISKY

PEOPLE of good taste appreciate Haig & Haig Five Stars Scotch Whisky because of its exquisite delicacy of flavour. But it is a scarce commodity—you cannot get it everywhere. It is obtainable only in the very best places. Get a supply of Haig & Haig Five Stars Scotch Whisky and have the satisfaction of knowing that you have the finest Whisky from Scotland.

PLACE YOUR ORDERS IN ADVANCE AND MAKE AS SURE AS YOU CAN OF GETTING SUPPLIES.

Haig & Haig Five Stars Scotch Whisky

DISTRIBUTING AGENT:

DONNELLY & WHYTE, HONGKONG.

Pay your friends the highest compliment by offering them Haig & Haig Scotch Whisky. They will appreciate your good judgment.

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to
NEW YORK & OR BOSTONvia Suez or Panama Canals at Owners' Option.
S.S. "EGREMONT CASTLE" ... sailing about End of March.**LLOYD TRIESTINO**For **BRINDISI, VENICE & TRIESTE.**

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been reopened for traffic, cargo is also accepted for this port on through B/Lading.

For **SHANGHAI**S.S. "TRIESTE" ... sailing on or about 23rd March.
Passengers' Luggage can be insured at the Office of the Agents.**NANYO YUSEN KAISHA, Ltd.**

(SOUTH SEA MAIL S.S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA.For **JAVA**S.S. "SAMARANG MARU" ... sailing on or about 12th March.
S.S. "BORNEO MARU" ... sailing on or about 24th March.For **JAPAN****OCEAN TRANSPORT Co., Ltd.**

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.
Also to Australia, Europe, etc.**NATAL LINE OF STEAMERS.**TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS
with transhipment at CALCUTTA.

In conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND AUSTRALIAN LINES.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.

Agents

83

N. Y. K.**NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai & Japan ports

Cargo to Orientland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila) ... Wednesday, 9th Mar., at 11 a.m.
TOYAMA MARU ... Friday, 11th Mar., at 11 a.m.
KASHIMA MARU (omitting Manila) ... Wednesday, 30th Apr., at 11 a.m.
SUWA MARU ... Friday, 6th May, at 11 a.m.**LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.**KLEIST ... Friday, 11th Mar., at 11 a.m.
MISHIMA MARU ... Friday, 18th Mar., at 11 a.m.
SADO MARU ... Friday, 1st Apr., at 11 a.m.
KITANO MARU ... Friday, 15th Apr., at 11 a.m.**HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.**

MITO MARU ... Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... Friday, 11th March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.TANGO MARU ... Monday, 28th Mar., at 11 a.m.
NIKKO MARU ... Tuesday, 19th Apr., at 11 a.m.
AKI MARU ... Tuesday, 17th May, at 11 a.m.**NEW YORK via Suez.**

AKITA MARU ... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via CAPE.

WAKASA MARU (sailing from Singapore) ... Friday, 28th April.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 17th March.

CALCUTTA MARU ... Saturday, 26th March.

CALCUTTA & RANGOON via Singapore & Penang.

MURORA MARU ... Tuesday, 22nd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Tuesday, 15th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HEIJUN MARU ... Tuesday, 15th March.

TAKA MARU ... Friday, 18th Mar. at 11 a.m.

KAKATO MARU ... Monday, 21st March.

KAKO MARU ... Thursday, 31st Mar. at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA**
Telephone Nos. 192 & 222.

S. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For **BOSTON and NEW YORK**

S.S. "MONGOLIAN PRINCE" ... 16th April (via Suez).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED,

Telephone 3165.

Telegrams "Furprince."

1 George's Building.

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GUIDING SHIPS TO PORT.

LEADER CABLE SYSTEM AT PORTSMOUTH.

At the invitation of the Admiralty the foreign naval attachés accredited to Britain on January 4th visited Portsmouth to witness a demonstration of the leader cable which is used for directing ships into Portsmouth Harbour. The party included representatives of America, France, the Netherlands, Italy, Portugal, Brazil, Russia, Japan, Norway, Sweden, Denmark, Peru, Chile, Argentina, and Belgium. Captain L. G. Preston, C.B., in command of Portsmouth Signal School, superintended the demonstration.

The attachés were divided into two parties—one embarked with Captain Preston in H.M.S. "Truant," Commander G. A. Gandy, and the other with Commander Murray in a drifter. After leaving harbour both vessels picked the cable which they followed along Spithead to its end, and then turned and listened their way back. Throughout the whole demonstration the signals transmitted along the cable were very clearly received by the ships.

The objects of the leader cable system are to enable ships, by means of submarine sound signals, to make a good landfall in foggy weather, to lead ships into harbour, to lead a ship from open water through a restricted channel to open water, to give warning of outlying dangers, and to assist a vessel to keep a straight course from port to port and thus save fuel. The system was invented by the British Navy, which made an exceedingly successful use of it in war time, but owing to the great potential value of the system to the Mercantile Marine during the war the Admiralty have not disclosed the full methods of working it until now. To-day's tests were designed as a practical demonstration to all the Powers of the utility of such cables. A leader cable has already been laid in the Ambrose Channel, New York Harbour.

The Portsmouth cable, after an experimental existence of over a year, has now become a permanent addition to the navigating facilities of the port, and all large war vessels are being fitted with the receiving apparatus necessary to enable them to use it. This apparatus consists of two coils of wire, one placed on the port and one on the starboard side of the ship. These coils are connected to telephones installed on the bridge, and by means of dynamos at its shore end the cable is charged with an alternating current. A signal key inserted in the cable at the transmitting station enables the current to be so broken that any pre-arranged signal or Morse code letter can be sent along it. An amplifier is used to strengthen the sound of the signals received by the ship. When approaching harbour in foggy weather a ship shapes her course so as to cross the end of the cable. By listening in on the bridge telephones the navigating officer is able to tell when the cable has been picked up. The strength of the signal tells him which side of the cable he is on and by keeping to the one hand or the other he can follow the sound signals he is led safely into port. The Portsmouth cable gives out a clear musical note which can be easily heard for a distance of about 300 yards on either side of the cable.

MORE FARROW'S REVELATIONS.

Fresh revelations were made in the secret ledgers of Farrow's Bank when the case was resumed at the Guildhall against Thomas Farrow, Croft, directors, and Hart, Chief Auditor, for issuing a false balance sheet. Clerks from the Audit Department gave evidence that they were never allowed to see the inside of private ledgers in which Hart made entries. According to terms agreed upon in 1912 by Farrow with the Auditors, Hart & Co., they were to receive a total of 1,200 guineas for the year's work, an increase of 100 guineas. An application to reduce the amount of Farrow's bill was refused. Farrow was unable to raise more than the total sum of £25,000; therefore, he remains in Brixton prison. Surprising evidence was given concerning the alleged signature of the wife of one of the Directors of Farrow's Bank, a stockbroker named Janvin admitting owing the Bank £25,000. She repudiated any knowledge of it. Her husband gave evidence that he was asked to write down his wife's name on a piece of paper by Croft. The same month he became a Director but had certainly never authorised anyone to put any other writing on the paper. Sir Laurence Halsey, Liquidator, gave evidence that the assets had been written up to the amount of £23,711,000 as far back as 1912. One item of £28,000 was entered as invested in consols, which did not exist. Sir Laurence said he had never in his experience as an Auditor come across such a document as the one described, the first edition of the 1912 balance. There was really a debit balance of half a million. The Crofts' name appeared as a debtor to the Bank for £77,101. There was also an old account in the name of Smith Croft & Co., dating back to the early days of the Bank. Witness also showed that the former Director appeared as debtor for £19,987 and the former Inspector was down for £14,116. Farrow had six separate accounts, five being personal and the other as managing-director. These accounts totalled £29,902 to the end of June last and included in the figure was £4,500 as managing-director's fees drawn in advance. This was described by counsel as a unique item in accountancy.

A whale was washed ashore near Bombay on January 24th. It measured twenty-five feet in length, and was alive the next day. It is being presented to the Natural History Association. The discovery caused a great commotion in Indian circles, and thousands of Indians made a pilgrimage to the spot, many offering it puja for hours, and presenting offerings of sweets and other delicacies.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

The Steamship "RIJUN MARU" FROM JAVA

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded, unless notice to the contrary be given before 7th March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Mar. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 22nd Mar., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Mar., at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, March 7th, 1921. [581]

NOTICE TO CONSIGNEES.

The Steamship "HUNGARIA"

FROM JAPAN AND SHANGHAI.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th March. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Mar. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 22nd Mar., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Mar., at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, March 7th, 1921. [582]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

The Company's Steamship

"WAKASA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 14th March, 1921, will be subject to rent. Damaged packages must be left in the Godown for examination by the Consignee and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, March 7th, 1921. [583]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Steamship

"LAISANG"

having arrived from the above ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Mar. 15th, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, March 8th, 1921. [591]

THE NEW FRENCH REMEDY, THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

It is the most powerful and reliable remedy for all eye diseases, whether of long or short standing, and is the only one that can be used in all cases, without any risk of injury to the eye.

It is the only remedy that can be used in all cases, without any risk of injury to the eye.

It is the only remedy that can be used in all cases, without any risk of injury to the eye.

It is the only remedy that can be used in all cases, without any risk of injury to the eye.

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It is the only remedy that can be used in all cases, without any risk of injury to the eye.

INDO-CHINA**STEAM NAVIGATION COMPANY LIMITED**

SAILINGS SUBJECT TO ALTERATION

MANILA STRAITS & CALCUTTA ... "YUENSANG" ... Fri. 11th Mar. 3 p.m.
SHANGHAI ... "YATSHING" ... Tues. 16th Mar. 3 p.m.
HAIPHONG via HOIHOW ... "TUNGSHING" ... Wed. 16th Mar. D'light.
SHANGHAI & TIENTSIN ... "TAKSANG" ... Wed. 16th Mar. 10 a.m.
Kobe via SHANGHAI ... "HANGSANG" ... Thurs. 17th Mar. D'light.
... "NAMSANG" ... Fri. 18th Mar. D'light.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

Sailings approximately every five days between Calcutta and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Keadah, Jesselton, Labuan, Tawao and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Tuesday, Mar. 15th, 3 p.m., for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 218.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Due Hongkong
S.S. "GARNARVONSHIRE" ... 18th March.
S.S. "PEMBROKESHIRE" ... 28th March.
S.S. "GLENIFFER" ... 12th April.
S.S. "GLENLYLE" ... 28th April.

HOMEWARDS.

Vessel ... Leave Hongkong
S.S. "GLENAREIFFE" ... 18th Mar. ... Glasgow, London & Rotterdam.
S.S. "GLENAPP" ... 25th Mar. ... Genoa, Lyons, Bordeaux & Havre.

Movements are subject to change without notice.

For Freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,**The Glen Line, Ltd., AGENTS.**

Tel. No. 21 sub 5 or 23 and 2294.

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Cable Address
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Bentley's A.B.C. 6th Ed.
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2844, 2852.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MARIYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 2, Rm. 100.

27

SHIPPING NEWS

ARRIVALS.

March 8th.
St. Albans, British str., 4,119 tons, Capt. G. L. Smith, from Moji, with a general cargo.—Mackinnon Mackenzie & Co.

March 9th.
Dilwara, British str., 3,460 tons, Capt. T. P. Babb, from Shanghai, with a general cargo.—Mackinnon Mackenzie & Co.

Gujarat, British str., 2,809 tons, Capt. Morcer, from Vladivostok.—Nemaze.

Hatching, British str., 1,267 tons, Capt. Stewart, from Swatow, with a general cargo.—D.L. & Co.

Hanoi, French str., 739 tons, Capt. F. Morvan, from Haiphong, with a general cargo.—Lapicque.

Huach Hsin, Chinese str., 993 tons, Capt. Lucka, from Macao.—Nemaze.

Hydrangea, British str., 531 tons, Capt. J. E. Drummond, from Swatow, with a general cargo.—Chin On S.S. Co.

Lake Onawa, American str., 1,672 tons, Capt. Malin, from Bangkok, with rice.—Robert Dollar & Co.

Lara, Dutch str., 399 tons, Capt. Hoen, from Canton.—Asiatic Petroleum & Co.

Mogami Maru, Japanese str., 1,337 tons, Capt. T. Inouye, from Hongkong, with coal.—M.B.K.

Ning Chow, Chinese str., 313 tons, Capt. Kwok Shan, from Hoihow, with a general cargo.—Wang Hing.

Pooler, Chinese str., 314 tons, Capt. Leung King, from K. C. Wan, with a general cargo.—Hung Shun.

Rajah of Sarawak, Sarawak str., 892 tons, Capt. Lawrie, from Saigon, with rice.—Carroll Bros.

Sui Sang, British str., 1,778 tons, Capt. A. Fraser, from Saigon, with rice.—Wo Fat Shing.

Taishin Maru, Japanese str., 1,008 tons, Capt. Michima, from Canton.—Doddwell & Co.

Tientsin, British str., 1,227 tons, Capt. Dillon, from Canton, with a general cargo.—B. & S.

Yue Tung Wa, British str., 816 tons, Capt. Kiddle, from Swatow, with a general cargo.—Carmichael & Clark.

CLEARANCES.

March 9th.
Dilwara, for Bombay.
Buryalus, for Singapore.
Teo Joo, for Haiphong.
Hok Canton, for K. C. Wan.
Kiangshui, for Shanghai.
Lara, for Tamsui.
Pawlet, for Shanghai.
Rajon Maru, for Moji.
Taishin Maru, for Chingwangtao.
Tadi, for Shanghai.
Tientsin, for Shanghai.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Dombay Maru* (Bombay line) left Kobe, for Hongkong, via Moji yesterday, and is expected here on March 16th.

The N.Y.K. s.s. *Mitsushima Maru* (European line) is expected here from Japan on March 17th.

The T.K.K. s.s. *Siberia Maru* left Shanghai at 7 p.m. on the 8th instant, and is due at Hongkong on Friday the 11th instant about 9 a.m.

The T.K.K. s.s. *Tenyo Maru* arrived at Yokohama on the 9th instant and sails 11th instant, being due at Hongkong on the 20th instant.

The P. & O. s.s. *Khyber* left Singapore for this port on the 8th inst., at 9 p.m., and is due here on the 13th inst., at about 6 a.m.

The s.s. *Tyndareus* (Blue Funnel line), from Pacific ports, left Kobe yesterday for Hongkong, and is due here on March 12th.

The s.s. *Idomeneus* (Blue Funnel line) left Singapore yesterday for Hongkong, and is due here on March 13th.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due April 17th.
Alway (Barber line), from New York, due about March 20th.
Atrous (Blue Funnel line), outward bound, due March 11th, p.m.
Atolchius (Blue Funnel), due March 28th.
Benlawers (Ben line), from Europe, due March 10th.
Cadaretta (Admiral line), from Saigon, due about April 5th.
Coazel (Admiral line), from Portland Ore, due about April 5th.
Crosskeys (Admiral line), from Seattle, Wash., due about April 6th.
Egremont Castle, due about March 18th.
Epigon (Blue Funnel), due March 20th.
Euryades (Blue Funnel), due April 30th.
Glymon (Admiral line), from Saigon, due about March 15th.
Idomeneus (Blue Funnel line), from England, due March 11th.
Inaba Maru (N.Y.K.), from London, due March 17th.
Jasen (Blue Funnel), due March 10th.
Klent (N.Y.K.), from Japan, due March 10th.
Kamakura Maru (N.Y.K.), from Liverpool, due April 10th.
Lake Onawa (Admiral line), from Saigon, due about March 26th.
Monteagle, due March 14th, at 7 a.m.
Nankin (P. & O.), from England, due March 11th about 8 a.m.
Nikko Maru (N.Y.K.), from Australia, due March 14th.
Pawlet (Admiral line), from Manila, P.I., due about March 10th.
Perth (Blue Funnel), due March 31st.
Salsuma (Barber line), from Shanghai, due about March 16th.
Stenor (Blue Funnel line), from Japan, due March 10th.
Zamba Maru (N.Y.K.), from Japan, due March 11th.
Zelamachi (Blue Funnel), due April 13th.
Wheatland Montana (Admiral line), from Singapore, due about March 12th.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to
SINGAPORE and BELAWAN-DELI.

This vessel offers excellent cabin accommodation for saloon passenger

Single and double cabins.

Wireless Telegraphy.

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(TRANS-PACIFIC FREIGHT SERVICE.)

Operating United States Shipping Board Steamers

HONGKONG TO LOS ANGELES, CAL., U.S.A.

Due Inwards About Sailing About
s.s. "WEST HIKA" 1st April s.s. "WEST HIKA" 3rd April
s.s. "WEST HIXTON" 1st May s.s. "WEST HIXTON" 3rd May

Through Bills of Lading to all U.S. ports. Ship's connection with Salt Lake, Santa Fe and Southern Pacific Railroads.

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CHAS. E. RICHARDSON,

General Agent for South China, France's Buildings, Chater Rd. 136

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.M. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

LAERTES " " " " 22nd Mar
KANDAHAR " " " " 26th Apr
CITY OF DUNKIRK " " " " 20th Apr

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG

HONGKONG AND CANTON

PASSENGERS.

ARRIVALS.

Per s.s. *Dilwara*, from Shanghai, on March 9th:—Mrs. Stellingwerf, Mr. and Mrs. Ling, Mr. and Mrs. Bessel, Mr. Hooper, Mr. Morris, Mr. Hashim, Miss Richards, Mr. Hughes, Mr. and Mrs. Armstrong, Mrs. Kullerup, Mr. O'Sullivan.

DEPARTED.

Per s.s. *Fushimi Maru*, from Hongkong, on March 9th:—Mr. A. J. Hayim, Mr. Frank T. R. Wale, Mr. A. H. Anderson, Mrs. Pearce, Miss Hillier, Mr. and Mrs. L. A. Duckworth, Mrs. E. Newhouse, Miss B. Read, Mr. R. B. Hancock, Mr. J. H. Pardee, Mrs. G. M. Laurence, Mrs. L. H. Treadway, Miss E. Treadway, Mr. M. Gordon, Mrs. T. Matsushima, Mr. and Mrs. L. Cogswell (jr.), Mrs. U. M. Remedios, Mrs. H. Alves, Mr. Geraldo Partaria, Mr. R. A. Stockdale, Mr. F. Hebeiro, Mr. and Mrs. G. H. Stockdale, Mr. T. Fukuda, Mr. G. Adachi, Mr. S. A. Dowdally, Miss A. V. Tett, Miss E. J. Wells, Mr. and Mrs. De Witt, Mr. E. Muller, Mr. R. M. de Rocha, Mr. G. U. da Rosa, Mr. and Mrs. Bull, Mr. and Mrs. E. J. Cornelis, Mr. and Mrs. Perrot D'Arre, Mr. and Mrs. A. MacDonell, Mr. F. A. McGrath, Mr. J. B. Coyle, Mr. C. S. Harris, Mr. A. L. Waterbury, Mr. E. A. Jacobs, Miss Moore, Miss J. Tarsack, Mrs. A. P. Gregg, Mr. S. Sakurai, Mr. S. Yee, Mr. T. Kumra, Mr. Junco Ormiston, Mr. Boker, Mr. B. W. Gregg, Mr. K. Redmayne, Mr. Frank B. Arnold, Mr. E. Moreau, Mr. S. S. Levy, Mr. A. Ross, Miss M. J. Young, Mrs. E. H. Young, Miss O. Marshall, Miss E. Congdon, Mrs. A. Massey, Miss C. Massey, Mr. and Mrs. A. M. Marshall, Dr. and Mrs. J. E. Weeks, Mr. and Mrs. D. T. Fleming, Mr. Jurcensen, Mr. and Mrs. Y. Hosoya, Mrs. E. Jack, Mrs. G. Harrison, Mrs. E. Miles, Master Miles, Miss A. A. Gutierrez, Mr. S. D. Rivero, Miss P. D'Almeida, Miss Irene Ozorio, Mrs. E. K. Welsh, Miss M. Muir, Miss E. Kelly, Miss R. Read, Mr. and Mrs. J. E. Gordon, Mr. and Mrs. J. C. Foulks, Mr. and Mrs. Schmitz, Miss Schmitz, Miss Alice Yung, Mr. S. Takaka, Mr. H. Kozaki, Mr. S. Tanaka, Mr. E. Nami-kawa, Mr. K. Ikakura, Mr. Z. Ozame, Mr. G. Yee Niyosa, Mr. Adolphe Demee, Mr. Nagamoto, Mr. G. Matsura, Mrs. Ignaz M. Machado, Mrs. Lora E. Senne, Miss Rosa Wu, Mrs. I. Kondo, Mr. N. Tago, Mr. P. Guevara, Mr. K. B. Macdon, Mr. M. Kunitiro, Mr. K. Bannyan, Mr. D. J. Santos, Mr. Severo Salterio, Mr. M. J. Gornce and Mr. M. Santos.

FIRES ON SHIPS.

P. & O. "LABORE"

Word was received in Shanghai, last week, by Messrs. Mackinnon, Mackenzie & Co., agents for the P. & O. S. N. Co., to the effect that the company's str. *Labore* arrived in Kobe on February 20th with a fire in her third hold. The hold contained bunker coal, but no cargo, this being landed. The fire, which continued for three or four days, was confined to the third hold and the latest word received from Kobe was that the ship's officers were flooding the hold in an effort to extinguish the flames. No mention is made as to the extent of the damages.

A fire broke out in one of holds of the company's str. *Yawata Maru*, running between Shanghai and Yokohama, recently when the ship was nearing the port of Nagasaki. The ship had left Shanghai, with about 300 passengers, many of whom were panic-stricken when the news of the fire spread. The captain of the vessel succeeded, however, in calming them, and wirelessly for assistance. The company's str. *Sado Maru*, on the London-Japan run, immediately answered and proceeded to the spot. Lifeboats were lowered and the passengers were taken aboard the *Sado Maru*, which stood by, ready to render assistance. Although the fire continued for several hours, burning most of the baggage and cargo, no lives were lost. The ship was towed into Nagasaki harbor. No reason is given for the outbreak and the amount of damage is not known.

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental American, and South African Ports.

THE Steamship "DILWARA," Captain Babb, carrying H.M. Majesty's Mail, will be despatched from this Port on or about THURSDAY, the 10th, March, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 8 a.m., the day before sailing. The contents and value of all packages are required. For further particulars apply to—
MACKINNON, MACKENZIE & CO., Agents,
Hongkong, February 28th, 1921. [540]

C P O S

SAILINGS

HONGKONG TO VANCOUVER

via Shanghai, Nagasaki, ("Moji"), Kobe & Yokohama

Steamer	From Hongkong	Due Vancouver
EMPEROR OF JAPAN	Mar. 22	Apr. 12
EMPEROR OF ASIA	Mar. 31	Apr. 18
EMPEROR OF RUSSIA	Apr. 7	May 1
EMPEROR OF JAPAN	Apr. 23	May 16
EMPEROR OF ASIA	May 29	June 13
EMPEROR OF RUSSIA	June 14	July 8
EMPEROR OF JAPAN	June 23	July 11
EMPEROR OF ASIA	July 7	July 28
EMPEROR OF RUSSIA	July 21	Aug. 8
EMPEROR OF JAPAN	Aug. 18	Sept. 5

Passengers to Europe are strongly urged to insure the cost of the Atlantic sailing (before 10, and to be in advance as possible, their departure from the Orient. Trans-Atlantic conditions are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Freight orders from Montreal to Liverpool, London & Glasgow. Passengers' orders or letters all such reservations will be issued here.

For Freight and other information please apply to

HONGKONG OFFICE.

Telephone 731

Cable address: GAGANFAO

CANADIAN PACIFIC OCEAN

SERVICES, LTD.

WEATHER REPORT.

March 9th, at 11.30.—Pressure has increased slightly at Vladivostok, and decreased slightly from Weihaiwei to Shanghai. It is nearly stationary at other reporting stations.

The anti-cyclone is probably central over S.W. Japan.

Fresh to moderate monsoon will continue over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.58 inches against an average of 3.63 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District

Forecast

Hongkong to Gap Rock — E. and N.E. winds, moderate; fair.

Formosa Channel — N.E. winds, fresh.

South coast of China between Hongkong and Lamook — The same as Hongkong and Lamook. No. 1.

South coast of China between Hongkong and Hainan — The same as Hongkong and Hainan. No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

March 8th, 1921.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Force	Weather
Vladivostok	8 a.m.	30.15	18		NE	4	b
Nemuro	5 a.m.						
Hakodate	5 a.m.						
Tokio	5 a.m.						
Kobe	5 a.m.						
Nagasaki	5 a.m.						
Kagoshima	5 a.m.						
Oshima	5 a.m.						
Naha	5 a.m.						
Ishigaki	5 a.m.						
Benin Island	5 a.m.						
Weihaiwei	8 a.m.	30.14	40	59	WNW	6	o
Hankow	5 a.m.						
Ichang	5 a.m.						
Kinkiang	5 a.m.						
Changsha	5 a.m.	30.14	39	97	SW	1	b
Shanghai	5 a.m.	30.19	47	100	SW	4	b
Guttsell	5 a.m.	30.07	58	81	W	1	bf
Sharp Peak	5 a.m.	30.19	58	78	W	1	o
Sanoy	5 a.m.						
Tsiboku	5 a.m.	30.10	79	95			
Taipei	5 a.m.	30.08	61				
Tainan	5 a.m.						
Koshun	5 a.m.						
Pescadore	5 a.m.						
Canton	5 a.m.	30.12	57	94			
Hongkong	5 a.m.	30.18	62	84			
Gap Rock	5 a.m.						
Macao	5 a.m.	30.07	59	89			
Wuchow	5 a.m.						
Hobow	5 a.m.						
Pakhoi	5 a.m.						
Phu Lien	7 a.m.	30.08	59	89	NE	4	bf
Tourane	5 a.m.	30.00	63		NE	4	o
Cape James	5 a.m.	29.78	73		NE	10	o
Apurri	5 a.m.						
Dagupan	5 a.m.						
Manila	5 a.m.	29.87	72	94			
Legaspi	5 a.m.	29.88	79	87	ENE	4	b
Tacloban	5 a.m.						
Davao	5 a.m.	29.79	75	91	NE	4	o
Surigao	5 a.m.	29.82					
Guam	5 a.m.	29.82					
Labuan	5 a.m.	29.73	80	91	SW	6	o

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.
2. TEMPERATURE, in this shade, is degree Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, r equal, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, tenths and hundredths.
T. F. CLAXTON, Director.

SUNRISE AND SUNSET.

HONGKONG TIMES FOR MARCH.

Date	Sunrise	Sunset
March 10th	6.27 a.m.	6.31 p.m.
March 11th	6.28 a.m.	6.31 p.m.
March 12th	6.29 a.m.	6.32 p.m.
March 13th	6.30 a.m.	6.32 p.m.
March 14th	6.31 a.m.	6.32 p.m.
March 15th	6.32 a.m.	6.33 p.m.
March 16th	6.33 a.m.	6.33 p.m.
March 17th	6.34 a.m.	6.33 p.m.
March 18th	6.35 a.m.	6.33 p.m.
March 19th	6.36 a.m.	6.34 p.m.
March 20th	6.37 a.m.	6.34 p.m.
March 21st	6.38 a.m.	6.35 p.m.
March 22nd	6.39 a.m.	6.35 p.m.
March 23rd	6.40 a.m.	6.36 p.m.
March 24th	6.41 a.m.	6.36 p.m.
March 25th	6.42 a.m.	6.37 p.m.
March 26th	6.43 a.m.	6.37 p.m.
March 27th	6.44 a.m.	6.37 p.m.
March 28th	6.45 a.m.	6.38 p.m.
March 29th	6.46 a.m.	6.38 p.m.
March 30th	6.47 a.m.	6.39 p.m.
March 31st	6.48 a.m.	6.39 p.m.
April 1st	6.49 a.m.	6.40 p.m.

T. F. CLAXTON,

Director,

Royal Observatory.

ON SALE

BOUND VOLUMES of the HONGKONG DAILY PRESS, January to June 1920.

With Index, Price \$7.50.

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via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" May 18th S.S. "NANKING" March 30th S.S. "NILE" April 21st

SAILING FROM HONGKONG for MANILA

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UNITED KINGDOM AND CONTINENT.

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s.s. "VIGOR" ... 4th April.

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For particulars of sailings shippers are requested to apply to
the undersigned.

or to Russ & Co., Canton.

THE BANK LINE, LTD.
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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

TIENSTIN	"PAOTING"	On 10th March	8 P.M.
SHANGHAI	"SUNNING"	On 10th March	8 P.M.
SWATOW AND HANGKOW	"LIANGCHOW"	On 11th March	8 P.M.
WUHAIR and CHANGSHU	"CHIHIL"	On 11th March	2 P.M.
SHANGHAI and TSINGTAO	"SUIYANG"	On 12th March	Noon
AMOY, SHANGHAI and PUKOW	"SZECHUEN"	On 12th March	Noon
HOIHOW, PAKHOI and HAIPHONG	"KAIFONG"	On 12th March	10 A.M.

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Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHING"	—	Capt. A. H. Stewart	FRIDAY	Mar. 11th, at 12 Noon.
"HAIKONG"	—	Capt. W. G. Passmore	TUESDAY	Mar. 15th, at 12 Noon.
"HAILOONG"	—	Capt. W. Conner	FRIDAY	Mar. 18th, at 12 Noon.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOREA & YOKOHAMA	"OHILI" ... 10,000 ...	On or about 13th March
	"AMAZON" ... 11,000 ...	On or about 4th April
	"ANDRE LEBON" ... 20,000 ...	On or about 18th April

MARSHALLS via SAIGON, HINGA, FOKE, COLOMBO, DUEBOUT, SUEZ, PORT SAID	"PORTHOS" ... 20,000 ...	On or about 13th March
	"CORDILLERE" ... 10,000 ...	On or about 28th March

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NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	10th Mar. Noon	Singapore, Colombo & Bombay.
"KARMALA"	5,000	10th Mar.	Marseilles, London & Antwerp
"KASHMIR"	5,000	10th Mar.	do
"NANKIN"	7,000	10th Mar.	do
"DUNERA"	5,414	11th Apr.	Singapore, Colombo & Bombay.
"KHYBER"	9,000	15th Apr.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"EURYALUS"	4,000	9th Mar. 9 A.M.	Singapore.
"ARRATON APCAR"	4,510	17th Mar.	Calcutta via S'pore, P'ang & B'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	10th Mar. Noon	Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	6th April	do

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,648	11th Mar. 3 P.M.	Amoy, Shanghai & Kobe.
"NANKIN"	7,000	12th Mar. 10 A.M.	Shanghai, Moji & Kobe.
"KHYBER"	9,000	14th Mar. 10 A.M.	Shanghai, Moji, Kobe & Y'ham.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

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1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
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Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
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O. S. K.

OSAKA SHOSEN KAISHA.

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"SHUNKO MARU" ... Friday, 18th March.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"SEATTLE MARU" ... Sunday, 13th March.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BIAM MARU" ... Friday, 11th March.

"KASADO-MARU" (Taking Passengers) ... Monday, 28th Mar.

"INDUS MARU" ... Tuesday, 29th March.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and other islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan, taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Tuesday, 15th Mar.

NEW YORK—Regular monthly service via Japan Ports (San Francisco, Panama) and Cuban Ports.

"AMAZON MARU" ... Thursday, 10th March.

Taking cargo to Frisco & New York.

NEW ORLEANS LINE.

"CELESTES MARU" ... End of March.

Taking Cargo to Frisco, Panama Zone & Cuba.

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KEHLUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 13th Mar.

TAKAO via SWATOW & AMOY

"ROSHU MARU" ... Sunday, 13th Mar.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
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SAILING SUBJECT TO ALTERATION.

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
KORRA MARU	23,000	March 15th.
SIBERIA MARU	23,000	March 18th.
YEMO MARU	23,000	April 3rd.
SHIRYO MARU	23,000	April 8th.
FEBSIA MARU	23,000	May 14th.

† Calling at Dairen instead of Nagasaki.

† Omitting Shanghai.

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THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
ANYO MARU	18,700	March 15th.
HAYO MARU	18,700	April 9th.
SHIYO MARU	14,000	May 15th.

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CADARETTA ... April 15th.

GLYMONT ... April 15th.

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AGENTS.

6th Floor

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CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" ... April 11th.

SPECIAL SAILING FOR SHANGHAI

"HWAH PING" ... March 18th.

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Agents.

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113, Connaught Road Central.

